

# leral Way



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Community Plan and Area Zoning



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PROPOSED NO.	86-6

#### ORDINANCE NO. 7746

AN ORDINANCE relating to Comprehensive Planning; repealing Ordinances 1435, 2401, 2907, 4733 and 6341; repealing KCC 20.12.180; adopting the Federal Way Community Plan Update; and adopting the Revised Federal Way Community Plan Area Zoning.

For the purpose of effective area-wide planning and regulation, the King County Council makes the following legislative findings:

- The Federal Way Community Plan, adopted June 9, 1975 by Ordinance 2401 and amended by Ordinances 4733 in May 1980 and 6341 in March 1983, augments and amplifies the King County Comprehensive Plan.
- King County, with the assistance of the Federal Way Community Pan Update Citizen Advisory Committee and extensive citizen input, has studied and considered alternative commercial, industrial and multifamily housing development policies and zoning to provide for the orderly development of Federal Way and has considered the social, economic and environmental impacts of the plan and area-wide zoning. King County has prepared and distributed an Environmental Impact Statement for the Federal Way Community Plan Update and Area Zoning.
- The Federal Way Community Plan Update and Area Zoning provide for the coordination and regulation of public and private development and bear a substantial relationship to, and are necessary for, the public health, safety, and general welfare of King County and its citizens.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. Ordinances 1435, 2401, 2907, 4733 and 6341 and KCC 20.12.180 are hereby repealed and the following is substituted:

- A. The Federal Way Community Plan Update, attached to Ordinance 7746 as Appendix A, is adopted as an amplification and augmentation of the Comprehensive Plan for King County.
- B. The Revised Federal Way Community Plan Area Zoning, attached to Ordinance 7746 as Appendix B, is adopted as the official zoning control for that portion of unincorported King County defined therein.

INTRODUCED AND READ for the first time this 13th day of January, 1986. PASSED this 2nd day of September, 1986.

KING COUNTY COUNCIL KING COUNTY, WASHINGTON

<u>Audrey</u>	Gruger	

ATTEST:

Dorothy M. Owens Clerk of the Council

APPROVED this 12th day of September, 1986.

Tim Hill King County Executive

#### FEDERAL WAY COMMUNITY PLAN

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#### TABLE OF CONTENTS

	Page
Introduction	7
The Federal Way Profile	14
Residential Development	19
Commercial Development	29
Industrial and Office Park Developments	37
The Hylebos Wetlands	45
Transportation	53
Parks and Open Spaces	73
Public Health and Social Facilities	89
Aesthetics and Image	92
West Campus	93
Jovita Improvement Proposal	95
Appendices	98

#### LIST OF FIGURES

	Page
Federal Way Planning Area Boundry	5
Wetlands and Sensitive Areas	47
Adopted Functional Classifications	59
Level of Service, High Accident Locations	61
Bicycle and Pedestrian Improvements	65
Transit Routes	66
Proposed Transportation Projects	69
Park System	77
Local Service Area	88
Sewer Districts	90
Water Districts	91
LIST OF TABLES	
·	
	Page
Proposed Transportation Projects	70

75

1980 Plan Requirements

#### NOTE

## ALL KING COUNTY'S FEDERAL WAY PLANS COMBINED IN THIS DOCUMENT

The 1984-1986 Federal Way Community Plan Update was King County's fourth planning effort in Federal Way in a decade. Land use and area zoning documents were written for the first two efforts in 1975 and 1980 and the Federal Way Transportation Plan was written in 1983. As the 1984-1986 update Progressed, Planning Division staff members decided combining all Federal progressed, Planning Division staff members decided combining all Federal Way plans into one document would reduce confusion and help King County officials provide more accurate information faster to residents, property owners, developers and other governments. This document therefore includes owners, developers and explanatory text, an analysis of Federal Way's road conland use policies and explanatory text, an analysis of Federal Way's road conditions and needs and supporting statistics, charts and maps from King County's 1975, 1980, 1983 and 1984-1986 Federal Way planning efforts. Zoning County's 1975, 1980, 1983 and 1984-1986 Federal Way Area Zoning book.

Outdated language and statistics have been eliminated. The remaining 1975, 1980 and 1983 text appears in standard type while the 1986 updated plan language is typed in italics.

#### **PREFACE**

#### UPDATED PLAN'S VISION FOR FEDERAL WAY

From the start of this Federal Way Community Plan Update, King County and Federal Way residents have shared a vision of the community's future. That vision recognizes Federal Way is no longer a bedroom community serving Seattle and Tacoma, but a lively employment center. This plan will help that vision become reality because its policies encourage and promote new job opportunities in the community.

Another part of this vision is ensuring different land uses are compatible neighbors. As Federal Way continues growing, it is increasingly important adequate facilities and services be in place to ensure the high quality of life the community's citizens enjoy is maintained. This plan provides for those facilities and services and blends residential, commercial, office and light industrial land uses.

Finally, Federal Way is blessed with unique natural features, such as wetlands, wooded slopes, Puget Sound shoreline and lakes and streams, all of which King County and the local citizens want preserved and enhanced. Because this plan realizes future development may threaten these natural attributes, it protects them through its policies and development conditions.

### CITIZEN ADVISORY COMMITTEE THANKED FOR CONTRIBUTION

In May 1984 King County Executive Randy Revelle and Seventh District Councilman Paul Barden appointed ten Federal Way residents to a Citizen Advisory Committee to help King County Planning Division staff members update the Federal Way Community Plan. They met thirty-five times during update the Federal Way Community Plan. They met thirty-five times during nineteen months. Furthermore, half the members voluntarily formed a subcommittee addressing an issue outside the update's scope and met almost weekly for three months.

Committee meetings attracted an average thirty to forty people, although a few meetings drew nearly one hundred. Throughout the process staff and committee members received public comments about the update's issues and their recommendations, not only at meetings but through letters and phone calls. Committee members also sought the views of members of civic organizations to which they belong.

For their community spirit, dedication, integrity, perseverance and advocacy of Federal Way's interests and needs, King County thanks Dick Burris, Barbara Casad, Ann Drury, Mary Gates, Jim Handmacher, Joel Marks, Joe May, Maryann Mitchell, Wil Nelson and Virginia Thacker.

### CHAIRMEN'S CONTRIBUTIONS APPRECIATED

The important responsibility of running the Citizen Advisory Committee's meetings was skillfully handled by University of Washington Landscape Architecture Professor Richard K. Untermann in 1984 and Craig Larsen, King County community planner, in 1985. Both chairmen directed the meetings so all important views about an issue were voiced, each committee member had an equal opportunity to speak, public comment was heard and decisions were made expeditiously.

In addition, Professor Untermann developed pedestrian and bicycle network recommendations for Federal Way. Some of his recommendations are included in the plan and area zoning. The complete report is available in the King County Planning Division's office. King County gratefully acknowledges Professor Untermann's extra work.

FEDERAL WAY PLANNING AREA BOUNDARY PLANNING AREA BOUNDARY N TACOMA Federal Way Community Plan King County Planning Division

#### INTRODUCTION

#### KING COUNTY PLANNING CONDUCTED ON THREE LEVELS

King County's planning process is conducted on three levels: comprehensive, community and functional planning.

The King County Comprehensive Plan establishes a countywide growth management philosophy. This plan is the framework for community and functional planning. The Comprehensive Plan, adopted in April 1985, generally directs growth to existing urban areas to prevent urban sprawl, preserve rural and farm lands and reduce service costs.

Community plans implement the Comprehensive Plan through more specific land use and public facility policies. Community plan policies address commercial, industrial and residential development, residential densities, sewer and water service, transportation networks and parks and recreational facilities. Together the comprehensive and community planning processes allow King County officials to balance regional needs with local residents' interests.

Community plans guide local development for six to ten years, after which they are updated. Federal Way's Community Plan has been updated more frequently because the community has grown so dramatically and quickly. Its plan was updated in 1980, then again between 1984 and 1986.

Functional plans address specific, often technical, issues. They also help implement the Comprehensive Plan. Functional plans cover countywide issues such as sewers, transportation and shorelines management.

### 1975 FEDERAL WAY COMMUNITY PLAN'S DEVELOPMENT, ADOPTION REVIEWED

Federal Way's community planning process began with the 1973 publication "The Federal Way Community, A Profile in Perspective." It culminated in June 1975 when the County Council adopted the Federal Way Community Plan. Developing this plan involved four phases: 1) inventory and analysis; 2) alternatives; 3) plan development; 4) plan adoption. Upon the plan's adoption, the fifth phase began: plan implementation. Here is a description of the five Federal Way Community Plan phases:

#### 1. Inventory and Analysis

Available facts about the community were assembled by King County's Planning Division and published in "The Federal Way Community, A Profile in Perspective" (1973). This report presented information about the community's social, economic, natural and man-made environments. During this initial phase community-wide public meetings helped identify

community concerns, inform citizens about the Federal Way planning process and solicit community participation.

#### 2. Alternatives

The Federal Way Citizen Advisory Committee (CAC) and Planning Division staff members analyzed the issues and problems identified at these public meetings. They formed six task forces to study and develop alternatives for: residential areas; the central business district; industrial and employment centers; open space and traffic, bicycle and pedestrian circulation; parks and recreational facilities; and the Redondo Beach neighborhood. From these issue groups came alternatives which were extensively reviewed and revised with Federal Way citizens' help.

#### 3. Plan Development

A general plan concept containing selected alternatives for each issue was published in March 1974. Community meetings that spring and summer produced changes and new directions. In August 1974 the CAC adopted a proposed plan and submitted it to King County's Environmental Development Commission (EDC). In February 1975 the EDC ratified the Federal Way Community Plan and submitted it to the County Council. (Note: The EDC no longer exists. Today the Planning Division, with Citizen Advisory Committee input, submits its recommendations to the County Executive who, after reviewing them, proposes the plan to the

#### 4. Plan Adoption

Between February and June 1975 the County Council conducted public meetings in Federal Way and the King County Courthouse to hear testimony about the plan. The Council passed Ordinance 2401 adopting the Federal Way Community Plan on June 9, 1975 and directed the Planning Division to develop area zoning to implement the plan. An October 1975 public hearing at Federal Way High School initiated the process. In June 1976 the Planning Division unveiled the Federal Way Area Zoning Guidelines. They were adopted when the Council passed Ordinance 2907 on September 27, 1976. (Note: Today the Planning Division develops the community plan and area zoning simultaneously. The County Executive submits both documents as one package to the Council, which adopts both 5. Plan Implementation

Upon Council adoption, the Federal Way Community Plan became part of King County's Comprehensive Plan. The County Executive and Council, the Zoning and Subdivision Examiner and all county departments use the plan to ensure county actions comply with its policies. For example, the plan is the guide for judging rezone and subdivision requests. Its policies also guide sewer and water service extensions while its parks and transportation capital improvement project recommendations help determine how money is spent on Federal Way's parks and roads. Finally, the plan influences local, state and federal government decisions in and around the community.

### 1980 REVISION AMENDED "LOW DENSITY RESIDENTIAL" POLICIES

Between 1975 and 1977 citizens and public officials expressed fears Federal Way Community Plan "Low Density Residential" and "Residential Estates and Agricultural" policies conflicted with King County Comprehensive Plan policies. While adopting the Lakehaven Sewer District Comprehensive Sewer Plan on November 9, 1977 (Ordinance 3484), the County Council initiated a plan revision. It produced: 1) a revised community plan which resolved inconsistencies by showing residential development densities and protecting sensitive environmental areas; 2) a modified area zoning which made land use policies and zoning consistent; and 3) a modified sewer plan which complied with the plan and area zoning.

The revision process included the same phases as the 1975 plan development process. From the inventory and analysis and alternatives phases emerged a plan concept. It included low and medium density residential policies. Low density residential development ranges from one to three homes per acre and is implemented by zones allowing 35,000 and 15,000 square foot lots. Medium density residential development in the revised plan ranges from three to six homes per acre, which translates to zones requiring 9600 and 7200 square foot lots.

The Citizen Advisory Committee, with the public's assistance, refined the plan. In 1979 the CAC and Planning Division staff recommended low and medium density residential development designations in those neighborhoods they studied for these six reasons:

To comply with the King County Comprehensive Plan; 1.

To preserve and protect environmentally sensitive areas and agricultural land:

To enhance the community's aesthetic diversity; 3. To maintain an existing neighborhood's character;

To satisfy community sentiment; and/or

To phase growth with the logical and planned delivery of public services.

In May 1980, after extensive public hearings in Federal Way and the King County Courthouse, the Council passed Ordinance 4733 adopting the revised Federal Way Community Plan.

### 1985 UPDATE "PILOT PROJECT" FOR REDUCING PROCESS TIME

This update was a "pilot project" for reducing the time needed to update a community plan. To achieve this goal King County refined the community planning process in five important areas: 1) the update addressed only a few key issues; 2) it studied only those areas of the community not examined in the 1980 revision; 3) a smaller Citizen Advisory Committee was given clearer responsibilities; 4) the County Council motion initiating the update

more precisely defined its purpose and goals; and 5) it included fewer phases. This discussion explains these changes:

#### 1. Update Addressed Fewer Issues

While analyzing the need to update Federal Way's Community Plan, the County Executive and Council agreed the plan's policies and direction are still valid. Thus, the update's purpose was fine-tuning the plan, not initiating a new direction. This assumption allowed the study of only three issues.

Federal Way's dramatic population increase from 1970 to 1983 created demands for more commercial, industrial and multifamily land. King County therefore focused its Federal Way Community Plan Update on these three issues. The motion initiating the update stated it "shall evaluate the current plan and area zoning and recommend, as appropriate, revisions to the plan and area zoning designations for commercial, industrial and multifamily development. The evaluation shall address the amount, location and characteristics of land planned for commercial, industrial and multifamily development; the adequacy and timing of facilities needed to support planned commercial, industrial and multifamily development; and the zoning classifications and conditions appropriate to implement the plan's designations."

#### 2. Update Study Area Reduced

Because most Federal Way single family residential neighborhoods were included in the 1980 revision, they were excluded from the 1985 update. Furthermore, focusing the update on commercial, industrial and multifamily development meant the update should only examine properties capable of supporting these three types of development. This narrow geographic focus differed from the area-wide perspective of past plan development and revision processes.

# 3. Smaller Citizen Advisory Committee Given Clearer Responsibilities

Citizen Advisory Committees (CAC) previously had twenty members. But fewer issues, a shorter process and broader public involvement warranted a smaller Federal Way Community Plan Update CAC. Thus, the Executive and Council appointed ten Federal Way residents to this committee.

Furthermore, the committee's responsibilities were more clearly defined. They were specifically assigned the task of advising staff members about the amount, location and characteristics of commercial, industrial and multifamily land use.

### 4. Council Motion Specifically Defined Update

The motion initiating this project specifically set out objectives. By listing the issues, defining the boundaries and stating the CAC's responsibilities, this motion left no doubt why, how and by whom the Council wanted the plan updated.

#### 5. Update Process Shortened

Fewer issues and a specific agenda indicated a process requiring fewer steps and less time. Using data gathered during the 1980 revision, the Planning Division and CAC would spend only six months developing updated plan policies. Simultaneously, staff would draft new zoning. The Executive would then receive and review both documents and soon thereafter transmit them to the Council. This process was designed to take fifteen to eighteen months.

#### INCREASING PUBLIC INPUT 1985 UPDATE'S SECOND GOAL

Increasing public participation in community planning was the update's second goal. Although it seemingly contradicted the first goal, reducing the time required to update plans, three approaches for expanding public involvement were pursued: 1) selecting Citizen Advisory Committee members who reflected the community's diversity; 2) soliciting and carefully reviewing property owner development proposals and rezone requests as part of preparing the proposed area zoning; and 3) widely publicizing the update throughout the community. The following explains each approach:

#### 1. CAC Members Represented Community's Diversity

One important criterion for selecting Citizen Advisory Committee (CAC) members was their community involvement. Since King County sought broad public involvement in this update, individuals belonging to one or more key community organizations, such as the Chamber of Commerce, Community Council and Federal Way Women's Network, were recruited. These individuals would discuss the update within their organizations, then during CAC meetings clearly convey their fellow citizens' concerns and opinions.

### 2. Development Proposals and Rezone Requests Folded Into Process

Another way to increase public involvement was to consider as many development proposals and rezone requests as possible during the update process instead of waiting to initially hear and analyze them during Council review. Planning Division staff members met with dozens of property owners, their agents, developers and interested citizens about proposed developments and rezones. Staffmembers judged each one against the policies the CAC endorsed, as well as the King County Comprehensive and Federal Way Community Plans. By meeting with so many citizens, staff hoped to help the community better understand its recommendations and reduce the number of new issues the Council would face during their review.

### Publicity Heightened Update's Public Input

The third approach chosen to expand public involvement was widely publicizing the update throughout Federal Way. In April and May 1984 staff members spoke before numerous community groups about the update's objectives, process and schedule. They recruited CAC applicants during these appearances and through the Federal Way News and organi-

CAC meetings were widely publicized. Staff and committee members encouraged individuals and organization representatives to speak at meetings so they could gauge public opinion. These efforts resulted in audiences averaging thirty people, although a few attracted nearly one hundred. Throughout the update, staff briefed the Federal Way News and civic groups on emerging issues and the project's status.

### CAC ANALYZES LAND USE AND OTHER ISSUES

Between late June and mid-December 1984 the Citizen Advisory Committee met nineteen times. Staff and committee members analyzed large vacant unconstrained lands throughout Federal Way suitable for commercial, industrial or multifamily development due to the neighborhood's changing character. In addition to the evolving update policies, staff members used the following ten criteria to help them recommend to the committee appropriate land uses:

King County Comprehensive Plan compliance; 1.

past rezone and/or plat activity, particularly any 1980 land use or 2. zoning revisions; 3.

surrounding land uses:

existence of or potential for adequate facilities and services; 4.

natural constraints, such as wetlands or steep slopes, documented in King County's Sensitive Areas Map Folio;

6. on-site inspections to see features such as topography and vegeta-7.

man-made constraints such as road and intersection congestion;

development conditions already applied to the site; 9.

development conditions applied to adjacent or nearby properties; and *10.* 

individual development or rezone requests received by the Planning

As committee members discussed these lands their principal concerns clearly emerged. Traffic problems and the Hylebos Wetland #18's protection were easily the CAC's chief interests. Each was mentioned at every meeting and was the central issue discussed at many. Other issues were discussed including: parks and recreational facilities; open space; sewer and water services; economic development; plan implementation.

The Hylebos Wetland #18 was important in the update because it lies next to Federal Way's industrial core. Properties surrounding this wetland were considered for commercial, industrial and multifamily zoning, so naturally, protecting it arose in the context of surrounding land use. Also, as the CAC was discussing the Hylebos #18, the Legislature was considering a bill making approximately 50% of it a State Park/Interpretive Center. This bill became law in May 1985. With so much public attention focused on the Hylebos #18, the four meetings in which it was the main agenda item drew more people and debate - than any others.

### TRANSPORTATION DOMINATES FINAL MONTHS OF PLAN UPDATE

From late March to June 1985 the committee held nine meetings during which it endorsed updated policies, the Hylebos Wetland #18 development conditions, office park development conditions and its subcommittee's parks and open space report. Committee members requested even more public comment on their recommendations, so greater portions of each meeting, and finally an entire one, were devoted to citizen comment.

During summer 1985 transportation dominated the staff's work. A consultant's analysis showed increasing traffic congestion throughout Federal Way, with or without the staff's recommended land use and zoning changes. The staff analyzed four alternatives for solving the community's transportation problems before deciding upon an area-wide, instead of parcel by parcel, approach. This program was presented to the Citizen Advisory Committee in late September.

Meanwhile, the pedestrian and bicycle network plan was finished and parts of it put in the plan. In December 1985, the County Executive transmitted to the Council the Proposed Updated Federal Way Community Plan.

#### COUNCIL REVIEWS, ADOPTS UPDATED PLAN

Between March 31 and August 4, 1986, the County Council held two public hearings in the Courthouse and a community meeting in Federal Way to take public testimony about the proposed plan and zoning. In addition, a three-member subcommittee of the Council conducted six meetings to hear staff and public comment about the proposal. On September 2, 1986 the Council unanimously adopted the updated Federal Way Community Plan and Area Zoning. The adopting ordinance is #7746.

#### THE FEDERAL WAY PROFILE

### COMMUNITY'S CHARACTER SHAPED BY LOCATION, ENVIRONMENT

Federal Way is located in southwest King County, adjacent to the Pierce County line and between Puget Sound on the west and the Green River Valley on the east. The northern boundary is formed by the northern edge of Saltwater State Park and South 252nd Street, west of I-5, and the Kent-Des Moines Road east of I-5. In addition to the Pierce County line, the southern boundary is contiguous with the city limits of Tacoma and the town of Milton. The Green River Valley boundary, the eastern edge, includes the incorporated limits of Pacific, Algona and Auburn and West Valley Highway. The area is roughly triangular in shape containing approximately 40 square miles and includes all the unincorporated area within the boundaries of Federal Way School District #210.

The topography of the area is the result of past glacial action which created a plateau with an approximate average elevation of 300' above Puget Sound, and subsequent erosion which occurred along the beaches or streams. The rolling terrain of the plateau gives way to steep, rugged slopes down to Puget Sound on the west, and the Green River Valley on the east. The majority of the slopes occurring along the east and west edges of the plateau have a slope of 40° or greater.

The soils of the area are typical of those found throughout the county with the Alderwood series predominating. The combination of steep slopes and the Kitsap soils found in parts of the area, particularly near the Sound, create a number of areas where the potential hazard for landslides is very high. Although there are soils in the area that could have been suitable for agricultural use, most of those areas have already been preempted by suburban development.

The glacial action which created the plateau left many poorly drained places underlain by glacial till. Numerous lakes, swamps and peat bogs occupy depressions on the till surface. The lakes are generally small in size, usually spring-fed with no determined outlet except through swamps that make the drainage course difficult to define. The lakes are all shallow (Steel Lake is the deepest at 50') and have a combined surface area of almost 300 acres.

The area has generally good sources of groundwater. Most wells produce water from slightly below sea level to about 200' above and yield 200-500 gallons per minute (gpm). In one smaller area the yield is 2,600 gpm and in another, yields have been greater than 1,500 gpm. Failures to obtain domestic and public groundwater supplies have been relatively few. Three public water supply systems use groundwater produced by 15 wells and one spring with a combined capacity of 12,730 gpm.

The most significant drainage course of the Study Area is the 8,500 acre drainage basin of Hylebos Creek which flows through Pierce County to Commencement Bay and provides the drainage for North Lake, Lake Geneva, Mud Lake and Brook Lake. The Hylebos drainage basin is subjected almost annually to flooded conditions. Dolloff Creek is the second most important drainage course. The Dolloff flows through Peasley Canyon in an easterly course down to the Green River. Five Mile Lake, Spider Lake and Trout Lake drain into the White River to the southeast. The Mirror Lake outflow drains in a westerly direction to Puget Sound. Two man-made lakes, Lake Jeanne and Lake Lorene, drain to Puget Sound by way of Joes Creek. Two significant drainage ravines reach the Sound at Redondo, another at Woodmont and a fourth at Lakota. A fifth reaches the Sound at

Saltwater State Park.

The Federal Way area was at one time heavily timbered, primarily with conifers, removed many years ago. The early skid road operators dropped the easily accessible timber into the Sound. Redondo was one of the first logging settlements on Puget Sound. Later the area was worked over by the railroad logging outfits. Some second growth took the place of the burned slash, but even the second growth is now substantially cut. The woods are gradually restocking to alder and conifer, the douglas fir being dominant. Scotch broom and pine trees are found on the porous upland terrace soils. The dominant deciduous tree is red alder and there are minor amounts of big leaf maple. Black cottonwood occurs near streams.

Vegetation in undeveloped areas is generally thick. In the damper areas and lakeshores, if organic soils are present, the grasses, berry bushes, and the hardwood trees are dominant, providing foliage around the lakes which is important to the ecosystem of the shoreline. The conifers and associated understory thrive in other areas where better drainage of the soils occurs.

The climate of the area is determined by the geographic relationship to the Puget Sound and Pacific Ocean water surfaces which control the moisture content, temperature and velocity of air masses reaching Federal Way and the whole Puget Sound region. The maritime air is a moderating influence and is responsible for the generally mild winters and summers. The average yearly temperature is 52° with a high of 90° in the summer and a low of 25° in the winter. The "dry" season is from May through September, and the rainy season from October to April with 75% of the total annual precipitation occuring during the latter period. The average yearly precipitation is 35-40 inches. The prevailing wind is from the southwest in the fall and winter months, gradully shifting to the northwest in the late spring and summer. The growing season is approximately 190 days.

A strip along the 7-1/2 miles of coastline within the Federal Way area experiences slightly lower summer and slightly higher winter temperatures which affect a large percentage of the entire area. Other localized conditions in Federal Way which cause variations from overall Puget Sound climate are the elevation and the placement of terrain and the distance and direction of this terrain from the saltwater coastline.

### TRANSPORTATION INVENTIONS FUELED FEDERAL WAY'S EARLY GROWTH

The earliest recorded accounts of the Federal Way area tell of the native American Indian families who resided in the area of the Muckleshoot Reservation on the east side of the Green River Valley and trekked to the Puget Sound for the bountiful supplies of seafood. A trail through the heavy woods was worn by generations of Muckleshoots travelling west to the area now known as Saltwater State Park. Clams and octopi, which they considered delicacies, were collected and preserved to supplement the winter diet. The Indians, after securing a sufficient supply of clams and octopi, returned over the steep trail to a wooded area used by the tribe for many years to smoke their seafood and hold a tribal feast. Clam shells left by the Muckleshoot tribe can still be found in these wooded areas. In early times the Muckleshoot excursions were hazardous. The British Columbian Tlinget tribe, travelling the Puget Sound water, sought skirmishes with the Muckleshoot Indians in an attempt to capture slaves and booty during the Muckleshoot's pilgrimages to the Sound. As a result of the white man's incursions, virtually all the Indian population had disappeared from the Federal Way area by 1890.

Old Military Road, constructed around 1856, was the first road through the Federal Way area. Part of the road construction was supervised and built by troops under the command of young Lieutenant Ulysses S. Grant. Following construction the road was devoted to military use for the next 20 years. The dirt road extended north from Fort Steilacoon, past Star Lake (along Holst Road) where the present Star Lake schoolhouse is located. The road continued north to Seattle and Fort Lawton. As late as 1955, part of the old roadbed was still definable and could be followed for some distance. According to local accounts, the road was still used by soldiers on maneuvers until 1925.

Gradually, narrow dirt roads were added to provide east/west access. By 1900, a road was constructed between Star Lake and Stone's Landing (Redondo). The second crossroad was established between Old Military Road and Kent, which was called the Seattle Road. As roads improved, occasional trips were now possible by riding horseback to the end of the Seattle streetcar line. Travellers stabled their horses there, taking a streetcar into Seattle.

Speedy little steamers of the Puget Sound "mosquito fleet" provided the first transit system to the area. These steamers were used by a few men to commute weekly between their Federal Way homes and employment centers located in Seattle or Tacoma. A trip by horse and buggy to Seattle could take several days, but by boat a trip could be completed in a single day. Availability of this transportation and communication link with the major economic centers in the Puget Sound area played an important role in Federal Way's early development.

The survey and construction of the Seattle-Tacoma Interurban Line in 1901 brought change to the Federal Way district. Although the Interurban had three rails, making it impossible to run during periodic seasonal floods, it provided much easier and faster means of reaching Seattle and Tacoma and eventually led to the economic destruction of the Sound steamer runs. Three million passengers rode the Interurban during the peak year 1919.

By 1918, improved transportation brought many visitors to the area who discovered Star Lake, which became a popular summer recreational area. The demand for recreation facilities resulted in the development of the Star Lake resort in 1921.

Farming on the glacial till soil was found generally unproductive, but there was some successful production of vegetables around Star Lake for a number of years. However, transporting the produce to Tacoma or Seattle was expensive and difficult. The produce had to be hauled on rocksled to Stone's Landing and then shipped by steamer to Seattle or Tacoma. As late as 1919, the rocksleds were still used to haul produce to the nearest road where the vegetable was then picked up by truck. Black bear and deer provided the major source of meat for the pioneer families until around 1900 when most of the game had disappeared.

#### AFTER SLOW START, FEDERAL WAY'S POPULATION GREW DRAMATICALLY FROM 1950-1980

Federal Way grew slowly until the 1950's. Between 1950 and 1980 its population increased nine-fold. From 1950 to 1960 the population doubled, from 7000 to 14,000. By 1970 the community had 43,100 residents and by 1980, 63,900. This dramatic increase was due to: the Puget Sound area's emergence as a major, expanding economic center in the United States; the increasing attractiveness of suburban living in this country; I-5's completion which made Seattle and Tacoma even more accessible; Boeing's expansion; and the community's natural beauty.

#### ISSUES CONCERNING FEDERAL WAY IN 1986

As King County staff members began updating Federal Way's Community Plan, they wanted to know what issues primarily concerned the community. A June 1984 questionnaire to all Federal Way property owners and the Citizen Advisory Committee's first meeting obtained this information. The issues concerning Federal Way's citizens in 1986 are similar to those which concerned them when the community plan was adopted in 1975.

Issues which concerned Federal Way residents while the community plan was being developed in the 1970's and updated ten years later are grouped into categories and listed here:

#### Government

- No local control because local level government is nonexistent.
- o County officials, located twenty-two miles away in downtown Seattle, are remote and inaccessible.
- o Inadequate information is provided to residents about government offices, programs, decisions and policies affecting them.
- · Inadequate policy and program implementation.
- o Taxes, which are increasing, are not sufficiently returned to the community to provide adequate facilities and services or fund capital improvement projects.

#### Population 2.

- · Federal Way's dramatic population increase puts a tremendous strain on facilities and services, thus reducing the quality of service citizens receive.
- Low income families seeking homes and jobs in Federal Way cannot find them.

#### Land Use 3.

- O Unattractive "strip" development discourages new business and hinders Federal Way's economic expansion.
- o No "focus" in the central business district.
- o Commercial, industrial and multifamily developments are encroaching

upon single family residential neighborhoods.

o Most developments are not accompanied by adequate facilities and

services which minimize their impact on the community.

O The public does not have sufficient influence over Federal Way's development, nor does it have a voice in recruiting new business and industry.

O Development is threatening sensitive natural areas, such as the

Puget Sound and the Hylebos Wetlands system.

#### 4. Transportation

Federal Way's transportation system funnels all traffic to I-5, then out of the community.

Congestion and an inadequate road network in the downtown "core" hurt business growth.

Inadequate pedestrian facilities, such as sidewalks, bikeways, dividers between them and streets and right-of-ways, discourage and endanger pedestrians.

Inadequate public transportation is provided from one part of Federal Way to another and from Federal Way to other parts of King County and parts of Tacoma/Pierce County.

#### Recreation

o Parks, open space and recreation facilities are not expanded or increased as the community's population rises.

O The library cannot serve Federal Way's growing population.

A cultural center and public meeting facilities are needed.

#### RESIDENTIAL DEVELOPMENT

### HOUSING POLICIES GUIDE DEVELOPMENT'S LOCATION, DENSITY

This chapter establishes policies for the location and density of single family and multifamily housing. Some Federal Way Community Plan residential development policies were adopted in 1975, while others were adopted as part of either the 1980 plan revision or the 1986 plan update. All these policies are based on: existing community conditions; the King County Comprehensive Plan; questionnaires completed by Federal Way property owners and/or residents; three Citizen Advisory Committees' recommendations; public meetings; and King County Council review.

A residential development's location and density are determined by factors such as: comprehensive and community plan compliance; facilities and services availability; drainage and topography; surrounding land use. After considering these factors, King County uses various tools to encourage quality development and minimize development's negative effects upon the community. Among them are: zoning; subdivision review; ordinances covering such issues as landscaping, roads and sensitive areas.

#### 1975 PLAN POLICIES STILL VALID

King County deemed the 1986 update a fine-tuning, not a new beginning, because it considers Federal Way's Community Plan still valid today, eleven years after its adoption. The citizens helping King County update the plan agreed the policies are as valid now as in 1975. The twenty-seven residential development policies adopted in 1975 have two goals. One, provide various housing types to accommodate Federal Way's diverse population. Two, maintain the community's high quality of life.

These are the residential development policies adopted with Federal Way's 1975 Community Plan and reconfirmed by King County and Federal Way residents in the plan's 1986 update:

- FW #1 Encourage maintenance of existing standard dwelling units; rehabilitation or replacement of below-standard dwelling units; and replacement of dilapidated dwelling units.
- FW #2 Encourage the private market to provide a mix of housing sizes and values at densities and in locations which are locally popular and desired.
- FW #3 Use zoning and other types of intervention to assure a choice of ownership and rental housing affordable by a broad range of income groups.
- FW #4 Distribute subsidized and low cost housing throughout the county to provide a choice of location to low and moderate income households.
- FW #5 Require low cost housing in proper proportion to Federal Way's population, income levels, employment and the amount of land available.

- FW #6 Coordinate the development of housing and the housing inventory with the type and salary range of new employment in the community.
- FW #7 Recognize all types of residential units, such as mobile homes and modular and manufactured units, as acceptable sources of housing subject to good design and placement.
- FW #8 Encourage a sense of neighborhood identity in residential area design.
- FW #9 Assure all residential plats including those of less than 5 acres have open space appropirate to their population density.
- FW #10 Coordinate the development of housing with the development of public transportation.
- FW #11 Subdivisions in view areas should be designed to take advantage of view opportunities and to minimize view obstructions.
- FW #12 Policies and decisions which are part of the residential development process shall be concerned with the quality of living conditions for fifty years to come.
- FW #13 Coordinate King County Planning and program actions which affect housing in the county with those of incorporated areas and other governmental units.
- FW #14 County procedures relating to housing and residential environments should be periodically reviewed to assure they are effective and efficient.
- FW #15 Assure county procedures for review of private development are prompt and effective.
- FW #16 Coordinate public and private utility plans to achieve the greatest possible savings.
- FW #17 King County should actively enforce all applicable codes and ordinances which will improve the environmental quality of residential areas.
- FW #18 Encourage placement of housing for the elderly near shopping facilities, recreation areas and public transportation routes.
- FW #19 Retain the elementary school attendance area as the "neighborhood" planning unit and encourage family-oriented residential development within that area.
- FW #20 High density residential developments such as apartments should be located near major arterial intersections and convenient to freeway interchanges, shopping, service and activity centers.
- FW #21 All plat plans should have adequate provision for bicycling and pedestrian travel.
- FW #22 Give high priority to solving residential environmental problems relating to health and safety.
- FW #23 Change to a higher density residential category certain areas in the CBD.

- FW #24 Provide directions for neighborhood groups which are seeking mutual assistance for maintenance and rehabilitation of local housing stock.
- FW #25 Review PUD's for placement, height and setback of structures to minimize view obstructions and degradation of natural amenities.
- FW #26 Assist in the coordination of neighborhood improvements such as underground wiring, sewers, storm sewers, curbs and non-motorized travel routes.
- FW #27 Continual upgrading of the housing stock and residential environment should be accomplished through tax incentives, application of the building code, regulations, the abandoned vehicle code, etc.

#### 1980 PLAN REVISION POLICIES REVIEWED

The 1980 Federal Way Community Plan Revision analyzed medium and low density residential areas. The first two policies adopted during this process remain applicable.

- FW #28 Direct residential growth to undeveloped land within Federal Way's "medium density residential" areas if:
  - The proposed development complies with the plan's requirements as well as existing King County policies and requirements; and
  - b. Services and facilities are available.
- FW #29 During the period of the revised Federal Way Community Plan allow no upzoning within areas designated as "low density residential" except for minimum changes required to furnish adequate neighborhood business. These minimum changes should be in conformance with the character of the surrounding community and the King County Comprehensive Plan and should not foster strip zoning.

The revised plan's third residential development policy addresses sewer service in low density residential areas. The policy remains part of Federal Way's Community Plan. Here is the policy and the 1980 text explaining and justifying it:

FW #30 Low density residential areas\* should not be designated as a sewer service area for the life of this Community Plan, unless 1) a health hazard is demonstrated to King County; 2) sewer service was approved prior to the development of the revised plan; or 3) during the process of adopting the revised plan it was determined sewer service should be extended and language incorporated into the Area Zoning stating the presence of sewers is not justification for increasing the density. SPECIAL CARE SHOULD BE TAKEN IN THESE AREAS SO THE PRESENCE OF SEWERS WILL NOT BE USED AS A JUSTIFICATION FOR A HIGHER DENSITY. If septic tank failures or other health hazards occur in a low density area, septic tank management and/or alternative methods of sewage disposal should be first considered before sewers are

extended. Sewers may be extended outside the local service area when: 1) a proposed development is contiguous on two boundaries to a designated sewer service area where sewer lines are in the ground; and 2) the proposed density is consistent with the density shown on this Community Plan. Land meeting these criteria can be considered for sewer service if all other aspects of the revised Federal Way Community Plan are satisfied.

\* Low density residential areas are shown on the revised Federal Way Community Plan as 1 unit per acre, zoned Suburban Estates, Agricultural and Forestry and Recreation, and 1 to 3 units per acre, zoned RS-15,000 and SR-(15,000).

The presence of sewers in or close to an undeveloped area often results in pressures for denser development. When sewers are available, most subdivision requests are submitted at the higher densities allowed by the zoning classification. Requests for rezones to a higher density or more intensive uses are also common if sewers are available. Higher densities are often sought in order to ease the amortization of costs of sewer facilities constructed with excess capacity by sewer districts.

The placement, timing and size of sewers can have a major influence on land use patterns. If plans for the extension of sewer service are not coordinated with land use plans, land use plans may be weakened. Recognizing the extension of sewer service influences development patterns, King County has made efforts to better integrate sewer and land use planning. Changes have been made increasing the overall effectiveness of community plans, including Ordinance No. 3579 which establishes, in effect, local sewer districts' comprehensive plans are to be consistent with: 1) adopted community plans; and 2) the Sewerage General Plan for King County.

The Sewerage General Plan designates specific areas as "local service areas" where sewer service may be provided. Extending sewers outside local service areas is not approved unless the Sewerage General Plan is amended. Community plans, such as Federal Way's, are intended as the primary means for amending the Sewerage General Plan.

The Federal Way Community Plan relates density to sewer service using the standards of the King County Comprehensive Plan and the King County Sewerage General Plan to determine the local sewer service area. Furthermore, because the revision committee recognized inadequate sewage disposal methods can cause a community health hazard, it developed policies addressing this problem.

# GROWING HOUSING DEMAND EXPLAINS WHY MULTIFAMILY HOUSING ONE 1986 UPDATE FOCUS

Federal Way's dramatic population increase the last thirty-five years is forecast to continue through the century. As its population grows, obviously so does the demand for housing, which includes apartments, condominiums and duplexes. This is one reason the County Council directed the Planning Division to determine if enough land is designated for multifamily residential development. If there is not, the Council directed, then designate a supply sufficient to meet community needs. The Citizen Advisory Committee accepted this charge but warned mitigating measures must accompany rezones to minimize multifamily developments' affects upon single family neighborhoods.

Federal Way's population grew from 7000 in 1950 to 63,900 in 1980. This increase transformed the community from a rural area to one of King County's most urban. Revised (1982) U.S. Census Bureau and Puget Sound Council of Governments (PSCOG) forecasts predict its population will continue rising, to 80,850 by 1990 and 110,050 by 2000.

During the 1970's the population increase prompted greater demand for multifamily housing. Whereas in 1970 eight percent of all Federal Way housing units were multifamily, by 1980 twenty-three percent were multifamily. From 1978 through 1984, fifty-five percent (5166 of 9460) of all residential units King County authorized in Federal Way were multifamily.

Because Federal Way's multifamily housing demand is expected to increase through 2000, the amount of land designated for multifamily housing will not satisfy long-term demand. In 1983 Federal Way's supply of vacant, hazard-free multifamily land was 148 acres. The PSCOG forecasts a demand for thirty acres per year between 1980 and 1990, then rising to thirty-four acres annually from 1990 through 2000. These statistics indicated Federal Way had only a five year supply of multifamily land when the Community Plan Update began.

In contrast, the community's single family supply in 1983 was 8209 acres, a forty-seven year supply. And whereas the demand for multifamily land is expected to continue rising, the demand for single family land will slowly decline through 2000.

# FACILITIES, SERVICES MUST ACCOMPANY FUTURE RESIDENTIAL DEVELOPMENT

A growing segment of Americans prefers living in apartments, townhouses or condominiums. Society's increasing mobility, the rising average age of men and women when they marry and of women when they bear children, the increasing number of households with only one adult or with unrelated individuals, and the growing number of elderly Americans all help explain the increasing attraction of multifamily housing. Each of these social phenomenon is reflected in Federal Way's population and helps explain the increasing demand for multifamily housing in the community.

But many people see multifamily residential development as particularly threatening unless accompanied by sufficient facilities and services to minimize its impacts. The ten Federal Way citizens serving on the Community Plan Update Citizen Advisory Committee (CAC) expressed fears their community's growth will not be properly managed. They worry new development may mean Federal Way's quality of life will decline. Therefore, the underlying theme of all residential policies is future multifamily development must be accompanied by roads, water and sewer service, schools, parks and open spaces, shopping and jobs.

#### UPDATED MULTIFAMILY HOUSING POLICIES LISTED, EXPLAINED

The first updated policy adopted in 1986 intends to maintain Federal Way's predominantly single family residential character.

FW #31 This plan's goal is maintaining the community's existing character. Therefore, the ratio of single family to multifamily housing units shall remain approximately what it is today (1986), 72% single family, 28% multifamily.

This plan's multifamily housing policies 32, 33, 43, 44 and 45 support King County Comprehensive Plan residential policies R-201, R-203, R-208, R-209 and F-101. They are included in this plan to reaffirm King County's commitment to provide essential facilities and services when multifamily housing is developed in urban areas such as Federal Way.

Because multifamily housing is a more concentrated development than single family housing, providing adequate facilities and services is especially important. The benefit of multifamily development is that its greater concentration means facilities and services, which are also concentrated in a smaller area, are less expensively put in place. The following policy describes what kinds of facilities and services new multifamily residential development requires.

- FW #32 Allow multifamily development only within those areas designated for multifamily housing by the 1986 updated Federal Way Community Plan in its land use concept map. Those areas designated by this plan for multifamily development must be supported by urban/suburban services, including roads, utilities, public transit, parks and/or other recreational facilities, schools, fire and police protection and neighborhood and/or community-scale commercial centers.
- FW #33 Those areas designated by this plan for multifamily residential development at twelve to eighteen dwelling units per acre should serve as transitional areas between:
  - High and low density multifamily residential areas;
  - High density multifamily residential areas and single family neighborhoods;
  - Commercial or office park developments and low density multifamily residential areas: and
  - Commercial or office park developments and single family neighborhoods.

Those areas designated by this plan for multifamily residential development at eighteen to thirty dwelling units per acre are located near:

- Major arterials;
- Freeway interchanges; or
- Commercial and/or professional office centers;

These two policies encourage multifamily development in areas bordering neighborhoods which are evolving from single family to commercial or professional office centers. Examples include: south of Sea-Tac Mall; half a mile east and west of Pacific Highway South; near the intersection of 21st Avenue Southwest and the newly completed Southwest Campus Parkway.

The next three policies are meant to be additional guidelines for placing Federal Way's multifamily residential developments.

- FW #34 The RM-900 zone is not permitted next to any property zoned single family residential, unless a P-suffix condition limits development to professional offices only.
- FW #35 The RM-1800 zone is not permitted next to any property developed as single family residential.
- FW #36 The RM-2400 and RD-3600 zones are permitted next to property zoned single family residential.

The following policy which emerged from the Federal Way Community Plan Update is meant to ensure that multifamily rezone proposals do not conflict with the Road Adequacy Standards the King County Council adopted in March 1986.

FW #37 King County's Rapidly growing urban areas, such as Federal Way, Northshore and Soos Creek, have significant traffic problems requiring additional attention. Rezones in these planning areas should be judged against Countywide transportation standards. Therefore, King County's Planning Division and Public Works Department shall apply the intent of the Road Adequacy Standards (Ordinance 7544) to multifamily rezone proposals to be assured the intent of those standards will be achieved when development occurs.

And the next policy is based on the Road Adequacy Standards' Section 12.

FW #38 King County can deny or approve with conditions any reclassification based upon road safety problems which may exist regardless of level-of-service calculations.

The next updated plan policy complies with the King County Comprehensive Plan and the General Sewerage Plan.

FW #39 The ability to collect and treat the amount of sewage projected to be generated once the property is developed must be assured before a multifamily development proposal is approved.

While minimizing multifamily developments' impacts upon a surrounding neighborhood is important, many residents also worry commercial or industrial developments reduce a neighborhood's quality. Buffering developments from each other with landscaping will ensure Federal Way residents' safety, health and privacy.

While King County's Landscaping Ordinance requires landscaping between

developments, an increasingly urbanized community such as Federal Way needs stronger landscaping requirements. Increasing the required landscaping will allow a smoother transition from one type or intensity of development to another. Thus this plan requires:

- FW #40 As required by King County's Landscaping Ordinance #5003, landscaping is required between different developments (example: between a multifamily residential development and a commercial center) and between similar developments (example: between two multifamily developments). However, because Federal Way's dramatic growth and accompanying rapid development are projected to continue, the following landscaping requirements must be fulfilled in this community:
  - Type I landscaping, 20 feet wide, must buffer a mobile home park, multifamily or townhouse development from single family homes:
  - Type I landscaping, 10 feet wide, must buffer a mobile home park, multifamily or townhouse development from a mobile home park, multifamily or townhouse development or from any public or institutional development;
  - Type I landscaping, 20 feet wide, must buffer any single family, or townhouse development from a professional office develop-
    - Type I landscaping, 20 feet wide, must buffer any type of multifamily or townhouse development from any business or commercial development.

This policy increases the type of landscaping and/or its width required between developments. For example, the Landscaping Ordinance now requires Type II landscaping, 20 feet wide, between multifamily and single family developments. Type II landscaping, which requires a visual buffer to screen only at eye level within three years after planting, is insufficient. To soften the transition from one type or intensity of development to another, Type I landscaping, consisting of trees, shrubs and groundcover which within three years will completely obscure sight at any level through the screen, is required.

In another example, the landscaping between any two multifamily developments is increased from Type III, which permits relatively unobstructed views, to Type I. The required landscaping width is doubled from five to ten feet because Federal Way's increasing number of multifamily units warrants more landscaping to soften the impact of future development and ensure all residents have a pleasant living environment.

Federal Way's increasing population means greater demand for parks and other recreation sites. There are not enough parks or recreation areas to meet Federal Way's present, let alone future, needs. And King County alone cannot provide these facilities. Another way to satisfy this demand is the County Code requirement residential developments preserve open space and provide recreation areas. Single family housing developers may choose the fee-in-lieu program and instead pay King County a sum with which it purchases land for a park. Because this program is not available to multifamily

housing developers, and in the interests of equity, the following policy says multifamily developers must provide active recreation sites within the open space they are now required to preserve.

FW #41 Within the open space they are required to preserve, developments must include active recreation areas. Typical uses include walking, jogging and bicycle paths, open play areas, tennis and basketball courts.

Another way to provide more recreation opportunities and open space is creating a system of paths for walkers, joggers and bicyclists. A pedestrian network also reduces dependence upon the automobile, resulting in less pollution, noise and traffic congestion. Because Federal Way's population and construction will continue escalating through 2000, the need for this system is greater - and more timely - than ever. This plan therefore encourages developing a community-wide pedestrian system by requiring that each residential development contain part of it. The following policy and development conditions in the updated Federal Way Area Zoning are this plan's tools for creating the system.

FW #42 Developers of multifamily housing must construct their development's internal pedestrian facilities to link up to existing public pedestrian facilities or to the location designated for a future facility by adopted pedestrian access plans. If neither applies, the development's pedestrian access must be designed and sited to encourage expanding the pedestrian plan beyond the limits of the particular development. Access for the handicapped must also be considered in designing and placing pedestrian facilities.

The distinction between commercial, office and residential areas is frequently blurred in urban communities like Federal Way. More often we see businesses, offices and residences mixed together on one block or in one area. Mixing these developments makes the neighborhood "alive" twenty-four hours each day. Often this produces healthier businesses and an appealing housing option while reducing vandalism and property destruction. Federal Way's evolution from a sparsely populated suburb to an important urban center makes mixed use development a realistic, attractive development alternative.

- FW #43 Encourage mixed use development within those areas designated for commercial use by Federal Way's Community Plan in its land use concept map. Mixed use developments help fulfill Federal Way's housing needs, reduce its traffic congestion and encourage developing its pedestrian system. Retail and office activities within these developments must be pedestrian oriented and located and designed to preserve residents' quiet and privacy.
- FW #44 Walkways within mixed use developments must be clearly designated and separated from any off-street parking. Parking locations should be inside buildings or screened from the street by landscaping and berms.

King County recognizes Federal Way's new or expanded medical facilities, such as St. Francis Hospital and the Group Health and Virginia Mason medical

facilities, may prompt more construction of senior citizen housing. Properties near these facilities as well as near the community's commercial areas are envisioned for such housing.

FW #45 This plan encourages more housing options for the elderly by allowing higher densities than in other similarly situated housing developments. Increasing the density is favored over reducing standards in order to provide quality housing consistent with the surrounding neighborhood. Increasing the density is viewed as an incentive to meet a special community need and should be limited to serve that need. But senior citizen housing proposals must still meet other community plan and county-wide policies and, in the case of subsidized housing, King County's Housing Assistance Plan's criteria.

# 1975 PLAN FOCUSED ON CENTRAL BUSINESS DISTRICT

The 1975 Federal Way Community Plan's original commercial development policies focused on the Central Business District (CBD). While acknowledging neighborhood and community business districts' importance, King County in 1975 concluded these districts did not warrant community plan policies because they were sufficiently covered by the Comprehensive Plan's commercial development policies.

The plan's goal was, and still is, making the CBD Federal Way's principal business center. The CBD's north and south boundaries are South 304th and South 336th Streets, respectively; its east and west boundaries, I-5 and Eighth Avenue South, respectively. The policies adopted ten years ago have helped create within these boundaries a thriving business and commercial district. This district serves not only Federal Way, but people living north, east and south of the community.

### ISSUES 1975 PLAN IDENTIFIED STILL IMPORTANT

When its community plan was developed in the 1970s, Federal Way was evolving from a suburban to an urban area. Today that transition is complete. But many of the issues important then are important today. And the importance of some is magnified by Federal Way's recent growth.

All problems identified in Federal Way's CBD a decade ago were automobile related. Complaints were lodged against the community's circulation system, which seemed intended to move residents past the CBD, onto I-5, then out of town. Business leaders argued this system ought to instead help promote federal Way's commerce. The circulation network, which was found quite inadequate, fostered strip development, which generated more dependence upon cars. Increasing automobile use meant pedestrian facilities such as sidewalks, cars. Increasing automobile use meant pedestrian facilities such as sidewalks, bicycle paths and benches were not installed. Thus the CBD was not a safe place for walking. Without adequate roads or sidewalks, Federal Way businesses suffered. All these problems resulted in Federal Way remaining a bedroom community serving Seattle and Tacoma.

Today Federal Way is not a bedroom community, but one of King County's most urban areas. But the issues the CBD faces have become even more important because of the community's dramatic growth. During the plan's update, Citizen Advisory Committee members and Federal Way residents update, Citizen Advisory Committee members and Federal Way residents repeatedly stated traffic congestion, lack of needed roads and sidewalks and businesses fronting on parking lots hurt Federal Way's commercial development. Yet the need for business and commercial services continues escalating with Federal Way's rising population.

# PLAN'S EXISTING COMMERCIAL DEVELOPMENT POLICIES REAFFIRMED

This plan's existing commercial development policies are strongly supported. Although Federal Way's rapid growth has magnified traffic problems in the CBD, current policies provide the means for solving them and stimulating the area's economic development. Federal Way residents particularly support policies fifty through fifty-six, all dealing with transportation issues in the CBD.

- FW #46 Create and enhance a strong community identity through the development of activity centers and well-designed focal points in the Central Business District.
- FW #47 Encourage a compatible mix of uses within the CBD to encourage varieties of activities, facilities and services, including in-city living.
- FW #48 Ensure the essential compactness of the CBD by keeping related development west of the freeway.
- FW #49 Foster a district with a sense of excitement and interest which stirs the curiosity of an individual to explore and experience different environments within the CBD.
- FW #50 Clustering of larger, taller buildings at important activity centers should be encouraged to express visually the functional importance of these centers.
- FW #51 The location, size and shape of proposed buildings should be considered during all phases of development to preserve the desired character and to assure reasonable light and views from the CBD.
- FW #52 Provide for a variety of spaces and densities within the CBD.
- FW #53 Provide appropriate ordinances to encourage improvement of the quality and appearance of buildings, public facilities and street and sign graphics within the
- FW #54 A minimum of 10% of a site should be devoted to open space (excluding parking), paths, watercourses, landscaping, malls, sites for fountains, outdoor works of art or similar environmental qualities.
- FW #55 Link major subsections of the CBD physically and visually.
- FW #56 Scenic vistas from within the CBD should be identified and preserved.
- FW #57 Develop a system of boulevards, bicycle paths, walkways and parks within the CBD, as integrals of the whole.
- FW #58 All aspects of a transportation system serving the CBD and the community should be carefully planned and coordinated.
- FW #59 Streets and highways within the CBD should meet current and projected needs.

- FW #60 All future streets and highways should have lighting, walkways and underground utility lines.
- FW #61 Restrict entrances and exists as much as possible on South 320th and Pacific Highway South to ensure efficient through traffic movement in the CBD.
- FW #62 Uncontrolled turning movements across oncoming traffic lanes in South 320th and Pacific Highway South should be restricted as alternate traffic patterns and channelization are developed.
- FW #63 Create a balance between streets, parking, pedestrian walks, bikeways and stores to facilitate shopping, pick-up and delivery of goods, getting to and from places of employment and residences and participating in entertainment and cultural activities.
- FW #64 Encourage a balance between the CBD and neighborhood and community business centers which is consistent with policies of the King County Comprehensive Plan.
- FW #65 Water quality, quantity and rate of run-off within a drainage basin should approximate conditions relating to the quality and quantity of water prior to development.

# INADEQUATE COMMERCIAL LAND SUPPLY ONE REASON PLAN UPDATED

Federal Way's evolution from suburb to urban center has been accompanied by increasing demand for commercial and business services to meet its citizens needs. By 1983 King County suspected Federal Way's commercial land supply was inadequate. An inventory that year found 293 hazard-free, vacant acres designated suitable for commercial development. With a predicted twenty-one acres developed annually through 1990, King County estimated Federal Way's commercial land supply would be exhausted in nineteen years. The update therefore designated more land suitable for business development.

Throughout the update process committee members stated they favor community plan policies encouraging a healthy business environment because they want more job opportunities created in Federal Way as well as more housing opportunities.

But CAC members and many Federal Way residents emphasized facilities and services are needed to minimize new commercial developments' adverse effects on the community. New roads are favored not only to promote new businesses but to reduce the impact these developments will have on existing roads. Strip development is opposed not just because it's ugly but because it increases automobile use, thereby compounding Federal Way's already serious transportation problems. Sidewalks, bicycle lanes and paths, open spaces and landscaping are supported not simply to promote safety or satisfy some aesthetics standard but because these facilities help new developments blend into surrounding neighborhoods.

The updated plan's new commercial development policies reflect two goals: 1) create more job opportunities by encouraging new commercial development; 2) minimize new developments' impact on Federal Way by requiring adequate facilities and services to sustain them.

# UPDATED COMMERCIAL DEVELOPMENT POLICIES PRESENTED, DISCUSSED

Some commercial development policies resulting from the 1986 Federal Way Community Plan Update appear to duplicate existing plan policies. However, unlike the plan's policies which focused solely on Federal Way's CBD, the update's policies apply to all commercial and business developments throughout the community. Furthermore, the plan's new policies are more explicit and therefore provide clearer direction.

The following commercial development policy has three objectives. One, it guides the location of community and neighborhood commercial centers around Federal Way. Two, it supports Comprehensive Plan policies saying new developments in Urban Activity Centers, such as Federal Way, will be accompanied by facilities and services needed to sustain them. Three, it prevents strip development, the characteristic of Federal Way's existing business developments the community most dislikes. This commercial development policy supports King County Comprehensive Plan policies CI-210, CI-211, CI-212, CI-305, CI-312 and F-101. It is included in this plan to reaffirm King County's commitment to provide essential facilities and services when businesses develop in urban areas such as Federal Way.

FW #66 Allow commercial development only within the community and neighborhood centers designated by the updated 1986 Federal Way Community Plan in its land use concept map.

Community centers this plan designates meet the following criteria:

Compatible with adjacent land uses;

Conveniently serve the associated community;

Supported by urban services such as: roads, sidewalks, controlled traffic access, utilities, off-street parking, landscaping, storm drainage control, public transit and police and fire protection. These facilities must sustain the anticipated level of development and minimize the affect upon the surrounding neighborhood; and

Located no less than three miles from another community-scale center and one to three miles from a neighborhood-scale center

in order to prevent strip development.

Neighborhood centers this plan designates meet these criteria:

Compatible with adjacent land uses;

Recognized focal points historically associated with the surrounding community;

Supported by urban services such as: roads, sidewalks, controlled traffic access, utilities, off-street parking,

landscaping, storm drainage control, public transit and police and fire protection. These facilities must sustain the anticipated level of development and minimize the affect upon the surrounding neighborhood; and

Located no less than one to three miles from another neighborhood-scale or a community-scale commercial center in

order to prevent strip development.

While analyzing prospective commercial sites, staff and committee members discussed existing Federal Way businesses located outside designated community and neighborhood centers. Two viewpoints emerged: 1) this update should not "penalize" these businesses by making them non-conforming uses; 2) the community's strong opposition to strip development warrants a policy preventing these areas from expanding.

Allow existing businesses located outside those sites the 1986 Federal Way Community Plan's land use concept map designates com-FW #67 mercial areas to develop within the current zoning's limits. Zoning expansion is not allowed thereafter.

The next two policies intend to improve Federal Way's transportation network, thereby ultimately improving its business climate. Many Federal Way commercial sites are in strip developments along Pacific Highway South or South 320th Street. Shopping is exclusively by car, even if going to another store next door. But everyone who's driven there knows Highway 99 can be impenetrable, 320th impassable, going across either street impossible. Businesses sprouting behind these "strips" front on parking lots, hardly conducive for attracting new clients. New businesses often fail, for it's much less likely they'll be discovered by drivers speeding across parking lots than by pedestrians strolling from shop to shop.

A network of streets, sidewalks and bicycle lanes should be constructed within designated commercial areas in order to achieve FW #68 the following community goals:

Prevent strip development along roads and arterials;

Allow shoppers to walk from one business to the next;

Reduce traffic congestion;

Help promote new businesses;

Create a community-wide non-motorized transportation system; and

Create more recreational opportunities.

Businesses within commercial areas should share the same entrances FW #69 and exits in order to:

Prevent commercial sprawl along roads and arterials;

Reduce traffic congestion;

Create integrated commercial centers which will stimulate a healthy business climate.

Most of the update's commercial development policies try stimulating a healthier business environment by encouraging more integrated centers, reducing automobile use, promoting sidewalks and bicycle paths, preventing sprawl or requiring adequate facilities and services. The next policy intends to make entrances safer and more aesthetically pleasing than those of existing Federal Way developments.

FW #70 Entrances into all business and professional office developments must provide a sense of gateway by appropriately using landscaping, trees, lighting, walkways and signs.

New roads must also be constructed around and within commercial centers to reduce traffic congestion and stimulate business activity. But residents are concerned about the quality, design and safety of these future roads. This plan therefore prescribes:

FW #71 All future arterial and collector streets must have street lights, walkways and underground utility lines.

King County's Landscaping Ordinance requires landscaping between developments. But an increasingly urbanized community such as Federal Way requires stronger landscaping requirements.

FW #72 As required by King County's Landscaping Ordinance #5003, landscaping is required between different developments (example: between a commercial center and a single family neighborhood) and between like developments (two professional office centers). However, because Federal Way's dramatic growth and accompanying rapid development are projected to continue, the following landscaping requirements must be fulfilled in this community:

Type I landscaping, 20 feet wide, must buffer a professional office development from any single family, multifamily or townhouse development:

Type I landscaping, 20 feet wide, must buffer any business or commercial development from any type of multifamily, townhouse, public or institutional development; and

Type II landscaping, 10 feet wide, must buffer two professional office developments from each other.

This policy increases the type of landscaping and/or its width required between developments. For example, the landscaping ordinance now requires Type III landcaping, five feet wide, between two professional office developments. The large number of professional office sites designated in this update warrants increasing the landscaping between them. The required landscaping was therefore increased to Type II, which provides a visual buffer to screen only at eye level within three years after planting. The required landscaping's width was doubled from five to ten feet.

In another example, the width of required landscaping (Type I) is increased from ten to twenty feet between any commercial or business development and any multifamily, townhouse, public or institutional development. Again the logic is the greater number of commercial/business and multifamily sites provided by this update will harm the community unless mitigation measures, such as increased landscaping, are required to minimize their effects.

Federal Way's increasing development means greater demand for parks and open spaces. Many citizens believe there are not enough parks or open spaces to meet Federal Way's present, let alone future, needs. Nor do residents believe King County alone can provide them. Therefore:

FW #73 Commercial and professional office developments throughout Federal Way must include open space (excluding parking) with landscaping, benches, lighting and other similar amenities.

This policy is similar to other existing commercial development policies, but it applies to new commercial developments throughout Federal Way, not to just those in the CBD.

Another way to create more open space and recreation opportunities is developing a system of paths for walkers, joggers and bicyclists. A pedestrian network also reduces dependence upon the automobile, resulting in less pollution, noise and traffic congestion. Because Federal Way's population and construction will continue escalating through 2000, the need for this system is greater - and more timely - than ever. This plan therefore encourages developing a community-wide pedestrian system by requiring each commercial development contain part of it. Development conditions in the Federal Way Area Zoning are this plan's tools for creating the system.

As discussed in the Residential Development Chapter, the distinction between commercial, office and residential areas is frequently blurred in urban communities like Federal Way. More often we see businesses, offices and residences mixed together on one block or in one area. Mixing these developments makes the neighborhood "alive" twenty-four hours each day. Often this produces healthier businesses and an appealing housing option while reducing vandalism and property destruction. Federal Way's evolution from a sparsely populated suburb to an important urban center makes mixed use development a realistic, attractive development alternative. Thus the plan includes two policies pertaining to mixed use development. They are policies forty-three and forty-four in the Residential Development chapter. Because they encourage housing within new commercial developments, support for these two policies is reiterated here.

### Implementation Objectives

During this plan's updating, Citizen Advisory Committee members said the following implementation objectives envision Federal Way's downtown development and articulate how the downtown will unify and serve the whole community. The plan therefore reaffirms that vision by again including these

- Develop a transportation system linking activity centers with the central Business
- Implement the ring road concept around the CBD by the following street additions:
  - Extend 17th Avenue S from S 324th Street to S 336th Street. b.
  - Extend 14th Avenue S from S 312th Street to S 336th Street. C.
  - Extend S 324th Street west from Pacific Highway S to intersect with 14th Avenue d.
  - Extend 24th Avenue S from S 308th Street to the 28th Avenue S bypass.
  - Provide a road as an extension of 18th Avenue S between S 312th Street and S
- Create a publicly-owned center for public congregation, exhibits, spectacles, ceremo-
- Provide an appropriate street for a civic or entertainment parade route.
- Provide controlled pedestrian crossings at S 312th and 320th immediately; others as

## EXISTING INDUSTRIAL, OFFICE PARK POLICIES ARE STILL VALID

The 1975 Federal Way Community Plan's industrial and office park development policies received Citizen Advisory Committee and public scrutiny and support during the plan's 1984-86 updating. The policies' goal, stimulating a healthy economy while protecting the environment, still serves Federal Way's best interests. Attracting different types of industries and professional offices, increasing local employment and minimizing new developments' affects on the community are important methods of achieving this goal.

These policies provide the framework for Federal Way's industrial and office park developments:

- FW #74 Provide employment opportunities in the Federal Way area to bring jobs closer to living areas.
- FW #75 Expand economic and employment opportunities for all members of the labor force.
- FW #76 Locate industrial and office park\* developments in those areas most suitable for development on the basis of proximity to existing facilities, accessibility, cost for extending services, terrain and other natural and man-made conditions.
- FW #77 Develop industrial districts which fit harmoniously into their surroundings.
- FW #78 Discourage industrial use of prime agricultural land.
- FW #79 Discourage industrial land use and traffic in low areas with potential smog inversion problems.
- FW #80 Retain and enhance to the greatest extent possible the natural attributes of the community.
- FW #81 Assure development has minimal impact on the lakes, streams and drainage ways, air quality or noise levels of the community's environment.
- FW #82 Apply more demanding landscaping and architectural design standards to all sites which are visible from 1-5.
- FW #83 Restrict unnecessary grading and/or clearing of sites in office parks.

<sup>\*</sup> The term office park as employed in this chapter of the Federal Way plan is used to define those areas or sites which have or will have a campus-like development with greatly restricted use of the land area. The definition of office park does not include those intensive office developments such as found in downtown business areas or provided for in the RM-900 provisions of the County's zoning code.

- FW #84 Disperse on-site parking whenever practical in office park developments.
- FW #85 Provide landscaping along property lines which adjoin public rights-of-way, unless topography and natural landscaping eliminate the need.
- FW #86 Protect residential areas from adverse impact of adjoining office park and/or industrial development.
- FW #87 Prohibit billboards in office park developments and on industrial districts development sites visible from freeways. Permit identification signs.
- FW #88 Provide adequate facilities for pedestrian and bicycle ways in the development of industrial and office park sites.

# 1975 PLAN'S IMPLEMENTATION OBJECTIVES SUPPORTED

These three implementation objectives, also adopted as part of the 1975 Federal Way Community Plan, are supported today:

- All streets in industrial and office park areas serving through traffic should be beautified by landscaping, underground utility lines, minimizing signs and litter and providing such facilities as harmonious street furniture and lighting.
- New streets within industrial and office park developments required for internal circulation, through traffic, access to land-locked property and keeping employee traffic out of residential neighborhoods should be built as local access streets with
- The proposed industrial-office park area south of South 348th Street and west of Pacific Highway South shall have special in-depth consideration of potential dangers to the environment before development is permitted.

# INDUSTRIAL DEVELOPMENT'S IMPACT ON HYLEBOS #18 PROMPTED ITS

Community-wide support for protecting the Hylebos Wetland #18 from encroaching development prompted King County to include lands designated for industrial use in its Federal Way Community Plan Update.

Multifamily and commercial lands were addressed because county officials and citizens suspected not enough property was designated in either category to satisfy increasing demand. This was not the reason for including industrial development in the update. The county's 1983 inventory showed 635 hazard-free, vacant acres designated appropriate for industrial development. Because consumption is projected at only seven acres annually in the 1980s, then falling to three per year during the '90s, Federal Way's industrial land supply is currently more than adequate.

Most industrial property is in Federal Way's southern region, north and east of the Hylebos Wetland #18. The wetland's main body lies south of South

348th Street, west of Pacific Highway South, north of South 356th Street, east of First Avenue South. Wetland fingers, however, cross 348th, 356th and First.

Preserving and protecting this wetland is a major objective of not only Federal Way residents, but of King County and Washington State. Throughout the update process the state was considering legislation making the Hylebos #18 a State Park/Interpretive Center. In May 1985 this legislation passed and the Hylebos State Park created.

King County's goal while examining Federal Way's industrial "core" was accurately defining the Hylebos #18 boundaries, then determining what development and development limitations around the wetland best protect it.

This chapter's policies encourage quality industrial development. And they are written with the Hylebos #18 in mind. Their goal is guaranteeing the Hylebos Wetland #18 and adjacent industrial developments are compatible neighbors.

### UPDATED INDUSTRIAL, COMMERCIAL POLICIES SIMILAR

Federal Way has virtually no heavy industries. Industries there now - and those this plan envisions - are light manufacturing. Consequently the plan's updated commercial/business and industrial policies and explanatory text are similar.

The following updated industrial development policy, like some updated residential and commercial policies, establishes criteria for locating Federal Way's future industrial developments. This policy supports King County Comprehensive Plan policy F-101. It is included in this plan to reaffirm King County's commitment to provide the essential facilities and services necessary to minimize industrial developments' effects on urban areas such as Federal Way.

FW #89 Allow industrial development only within those areas designated for industrial development by the updated 1986 Federal Way Community Plan in its land use concept map.

Industrial areas this plan designates meet the following criteria:

Compatible with adjacent land uses;

Supported by urban services such as: roads, sidewalks, controlled traffic access, utilities, off-street parking, landscaping, storm drainage control, public transit and police and fire protection. These facilities must sustain the anticipated level of development and minimize the affect upon the surrounding neighborhood; and

Part of an Urban Activity Center as the Comprehensive Plan

designates.

An additional effort to minimize industrial developments' affects upon the community is this policy, which supports King County Comprehensive Plan policy CI-227:

FW #90 Within industrial developments group together similar industries in order to eliminate land use conflicts, encourage industries to share public facilities and services and improve traffic flow and safety.

The next two policies help improve Federal Way's transportation network, thereby improving its ability to attract new industries.

- FW #91 A network of streets, sidewalks and bicycle lanes should be constructed within industrial developments in order to achieve the following community goals:
  - Prevent industrial spawl along roads and arterials;

Reduce traffic congestion;

- Create a community-wide non-motorized transportation system; and
- Create more recreational opportunities.
- FW #92 Industries within industrial developments should share the same entrances and exits in order to:
  - Prevent industrial sprawl along roads and arterials;

Reduce traffic congestion; and

- Create integrated industrial centers which will stimulate a healthy economy.

Most of the update's industrial development policies try stimulating a healthier industrial climate by encouraging more integrated centers, reducing automobile use, promoting sidewalks and bicycle paths, preventing sprawl or requiring adequate facilities and services. The next policy intends to make entrances safer and more aesthetically pleasing than those of existing Federal Way developments.

FW #93 Entry streets in industrial developments must provide a sense of gateway by appropriately using landscaping, trees, lighting, walkways and signs.

New roads must also be constructed around and within industrial centers in order to reduce traffic congestion and stimulate the community's economy. Residents are also concerned with the quality, design and safety of these future roads. Such concerns were the impetus for this policy:

FW #94 All future arterial and collector streets must have street lights, walkways and underground utility lines.

One goal of all the policies in the updated plan is reducing traffic congestion. Because industrial developments could generate constant automobile and truck traffic throughout the day, extra precautions are warranted to minimize traffic congestion. One precaution in this plan is limiting retail developments in industrial areas to only those needed to support industries.

This is necessary because retail developments also generate so much traffic. Therefore:

FW #95 Uses generating non-employee automobile traffic during industrial work hours, such as retail developments, are excluded from industrial areas unless absolutely needed to support the industry.

King County's Landscaping Ordinance does not specify a type or width of landscaping between industries and residences. In an increasingly urbanized community such as Federal Way, where drastically different land uses will certainly meet as land becomes scarce, this oversight must be corrected. The following policy adheres to the philosophy embodied within the Comprehensive Plan and the Federal Way Community Plan Update: Adequate facilities and services are required to minimize a development's impact upon the surrounding neighborhood.

FW #96 Type I landscaping, 20 feet wide, is required between industrial developments and any single family, multifamily or townhouse development.

To further protect surrounding neighborhoods from future industrial developments, the type of landscaping between them and streets is increased from Type III (a see-through buffer permitting unobstructed views) to either Type I (a visual screen with plants chosen to grow together within three years in order to obscure sight through the screen) or Type II (a visual buffer effectively screening views at eye level within three years). The landscaping's required width remains the same as the Landscaping Ordinance prescribes.

FW #97 Type I landscaping, eight feet wide, is required between land zoned ML or MH and streets. Type III landscaping, 25 feet wide, is required between land zoned MP and streets.

To create more open space and recreational opportunities in Federal Way, this plan endorses developing a system of paths for walkers, joggers and bicyclists. A pedestrian network also reduces dependence upon the automobile, resulting in less pollution, noise and traffic congestion. Because Federal Way's population and construction will continue escalating through 2000, the need for this system is greater - and more timely -than ever. This plan therefore encourages developing a community-wide pedestrian system by requiring that each industrial development contain part of it. Development conditions in the Federal Way Area Zoning are this plan's tools for creating the system.

### OFFICE PARKS EMERGE AS MAJOR UPDATE ISSUE

To gauge the kind of business, commercial and industrial development Federal Way residents prefer, King County staff members analyzed a questionnaire mailed early in the process and solicited advice from CAC members, business leaders, civic groups and developers. Responses were often vague but one positive example of desirable development was often given: West Campus. Clearly Federal Way citizens prefer business and industrial developments with a campus flavor. This flavor is attained by: buildings constructed with Pacific Northwest materials and blending into their setting; spacious lawns containing amenities such as landscaping, benches, lighting and fountains; paved roads lined by curbs, gutters, sidewalks and trees; parking lots hidden behind buildings and landscaping. All these features are integral parts of West Campus' design.

Because Federal Way is a major population center, it should also be a major employment center. Yet developments' negative impacts on the community must be minimized. An attractive option for encouraging industry and generating jobs while managing growth is office park development. West Campus-style office parks are also the plan's first choice for those industrial properties adjacent to the Hylebos Wetland #18 because they offer the greatest chance of protecting this precious resource.

### OFFICE PARK DEVELOPMENTS PROPOSED UNDER INDUSTRIAL ZONING

The committee so strongly favored office parks to house Federal Way's new businesses and industries it considered asking King County to create an office park zone as part of this update. While committee members still support creating this zone, it is best done as part of updating King County's Zoning Code, a project underway in 1986. For now the plan proposes office parks be attained through an existing zone. The manufacturing park zone with development conditions (MP-P) is used in the Area Zoning to provide opportunities for light industrial, research, corporate and business park developments in Federal Way.

Office park developments must comply with this chapter's relevant industrial development policies and the previous chapter's applicable commercial development policies. In addition, the following conditions provide the framework for all Federal Way office parks and are included as zoning P-suffix requirements in the Area Zoning. Other conditions may be added based on each development's individual character and circumstances. For all development conditions placed on a particular office park, please see the Federal Way Area Zoning document.

- Whenever two or more individuals combine their properties in one office park development, one spokesperson shall be selected to represent the owners and successors during the process of obtaining King County's approval for the site's development or while developing the property after any approval.
- 2. Office parks will be developed in phases. An estimated time period for

completion of all phases shall be provided by the developer or developers' representative when King County first reviews the entire proposal. Initiation of new phases will be prohibited until conditions imposed on previous phases have been met. Any deviations from the original development shall require King County's approval.

3. Only the following uses shall be allowed in office park developments:

- Business and professional offices;

Corporate headquarters and research facilities;

Public office buildings, art galleries, museums and libraries;

- Assembling only articles from previously prepared materials such as bone, canvas, cellophane, cork, fibre, felt, fur, feathers, glass, leather, microchips, paper, metal, stone, wood, yarn, plastics and shell;
- Retailing associated with the assembly activities. Retailing must be limited to "show rooms" displaying products made on site. The show room must be attached to the assembly plant;

Short term storage of materials about to be assembled and of

assembled articles:

- Retail sales and consumer services establishments catering to employees of office park developments, provided:
  - a. there shall be no entrances directly from the street or parking lot to such establishments; and
  - b. no sign from such establishment shall be visible from the outside of any building;
- Other similar uses set forth in Section 21.46.050 of the King County Zoning Code.
- 4. All uses shall be conducted only inside an entirely enclosed building.
- 5. The total permitted lot coverage in an office park development shall not exceed 60% for buildings and parking lots. The remaining portion of the site shall be devoted to open space, landscaping and pedestrian-oriented uses. (Where possible incorporate existing vegetation into the landscaping plan.)
- 6. Pedestrian and bicycle pathways shall be major features in office park developments. Buildings and structures in an office park development should be linked to pedestrian and bicycle pathways separate from the internal road system. Where possible, the pedestrian and bicycle pathways shall connect to off-site systems.
- 7. Only the types of business signs allowed in a BN zone (K.C.C. Sec. 21.26.030 (2) (g) xi) are allowed in office park developments.
- 8. Access points to surrounding arterial streets shall be designed and developed to minimize traffic congestion and potentially hazardous turning movements. An internal circulation plan shall be developed to assure smooth traffic flow in and between developments. The access and inter-

- nal circulation plan must be acceptable to the King County Department of Public Works.
- 9. Parking locations should be inside buildings or screened from the street by landscaping and berms.
- 10. Additional P-suffix conditions may be imposed as mitigating measures on office park developments during the environmental review and rezone process.

### 1980 PLAN REVISION'S SENSITIVE AREAS POLICIES, TEXT REAFFIRMED

With the exception of the first policy, which is now outdated, the sensitive areas policies adopted during the plan's 1980 revision were reaffirmed during the plan's 1984-86 updating. The supporting text and policies are repeated here:

Development in areas subject to landslide, slippage, erosion or flood hazards and in wetland areas can result in excessive economic and social costs for citizens and public agencies. Problems include the greater expense of building roads and utilities in these areas to serve homes or other development, costs due to replacement or repair of facilities, damages as a result of slides or erosion, and the costs of emergency relief and rescue operations. Allowing only limited or no development in hazard areas enhances the general welfare and safety of county residents by reducing these safety problems and costs. Scenic value, recreation, natural greenbelts and contribution to storm water control and wildlife habitat are other benefits resulting from preserving these areas.

Ordinance No. 4365, adopted in June 1979, contains requirements for special studies to be completed when developments are proposed in areas with landslide hazards, seismic hazards, erosion hazards and wetlands. King County Ordinance No. 4365 established the following provisions for proposed development in sensitive areas:

- a. Whenever an erosion hazard area, Class III seismic hazard area or fish bearing waters are present, soil, geology, erosion and deposition hydrology and/or water quality studies may be required.
- b. Whenever a proposed development is in an area with a Class III landslide hazard, a soils study shall be completed by a qualified professional. This study shall include specific recommendations for mitigating measures, such as construction techniques, design, drainage or density specifications or seasonal constraints on development.
- c. Special studies shall be prepared when a proposed development includes a wetland area. These required studies may include habitat value, hydrology, erosion and deposition and/or water quality studies. The studies shall also include specific recommendations for mitigating measures which should be required as a condition of any development approval. Recommendations may include construction techniques or design, drainage or density specifications.
- FW #98 In order to preserve a delicate environment while controlling storm water runoff, new development should retain or increase the holding capacity of wetlands.
- FW #99 Because of the size and significance of Hylebos Wetlands #18, a site plan review (zoning P-suffix) should be required for any development within the rectangular area bounded by Pacific Highway South on the east, South 348th Street on the north, 1st Avenue South on the west and South 356th Street on the south. The zoning P-suffix should limit development and sewer facilities within the wetland area.

# HYLEBOS WETLAND #18's PROTECTION QUICKLY BECAME MAJOR UPDATE ISSUE

Although not originally an update issue, protecting the Hylebos Wetland #18 quickly became an important issue during the committee's industrial development discussions. Most Federal Way industrial land lies north and east of this wetland. This plan favors protecting it from encroaching industrial development. Thus King County decided to more precisely define the Hylebos #18's boundary and establish guidelines for developments around it. The County's goal is making the Hylebos Wetland #18 and adjacent industrial developments compatible neighbors.

Public attendance at committee meetings doubled, even tripled, when the Hylebos #18 was on the agenda. One reason for this was the state was considering making 50% of this wetland a state park. Citizens lobbying the state therefore turned out at CAC meetings to remind the committee this wetland is a state-wide issue, not just a countywide one. Property owners and developers also attended to advocate for their property rights.

As public interest in this issue heightened, six biologists and planners representing Washington State, King County and local property owners surveyed and charted the Hylebos Wetland #18's boundary. Planning Division staff members developed conditions for properties adjacent to and near the wetland.

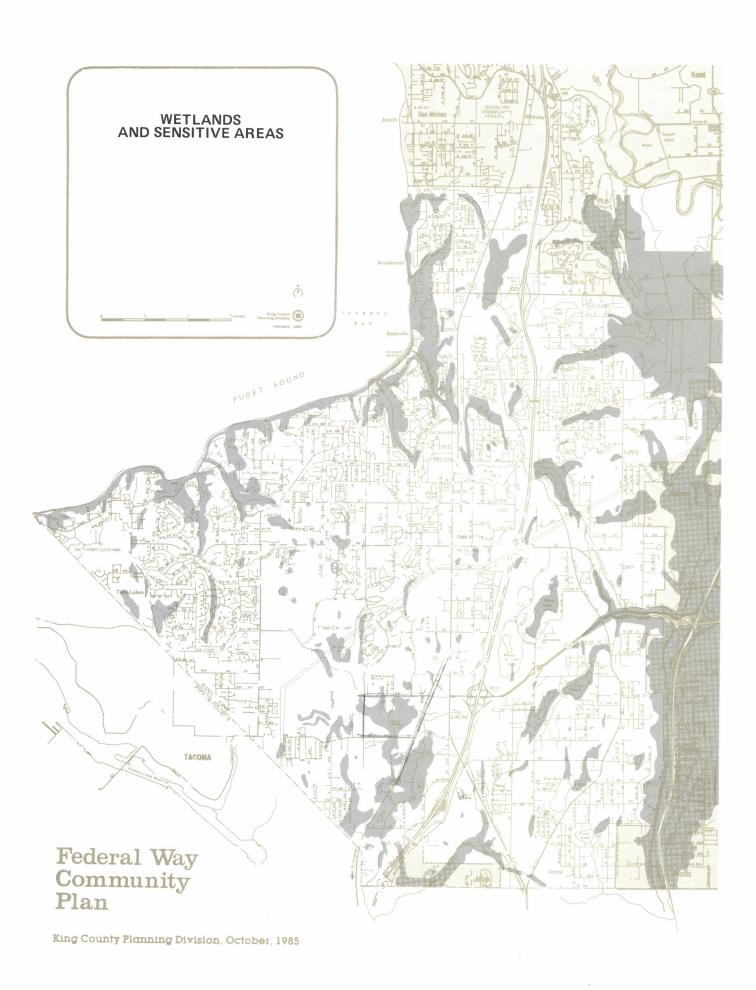
# HYLEBOS #18's POLICIES REFLECT COMMUNITY PREFERENCE FOR PROTECTING WETLAND

This plan contains two policies which provide the Hylebos Wetland #18 protection against development.

The first policy prohibits multifamily development adjacent to this wetland. Wetlands experts say multifamily development poses the most dangerous threat to protecting wetlands. Children playing and animals running through wetlands, lawn fertilizers seeping through soil into wetlands and automobile noise, glare and pollution all threaten a wetland's water, plants, trees and animals. This led to the following policy:

FW #100 Because of its detrimental offsite impacts, multifamily residential development is not allowed around the Hylebos Wetland #18; i.e., south of South 348th Street, north of South 356th Street, west of Pacific Highway South and east of First Avenue South.

Running sewers through the Hylebos #18 is also a community and County concern. Wetlands experts working with King County argued sewers usually better protect wetlands' water quality than septic tanks. Yet running sewer lines through Hylebos #18 would unnecessarily disrupt plant and animal life, causing irreparable harm.



FW #101 Sewers are prohibited from running through Hylebos Wetland #18, except where the wetland crosses South 356th Street, South 3438th Street and First Avenue South. In these cases, the sewer line must run parallel to the roads in their rights-of-way.

### P-SUFFIX CONDITIONS FURTHER PROTECT HYLEBOS WETLAND #18

This plan contains development requirements aimed at protecting Hylebos #18 while allowing development around it. These requirements received exhaustive CAC and public review and comments and are included in the Area Zoning as zoning P-suffix conditions.

The most controversial proposal was a 200 foot buffer between the wetland's edge and development. Some property owners expressed fears they'd not be able to develop their land "to its highest and best use." But wetlands experts argued that in so urban a setting as that surrounding Hylebos #18, a 200 foot buffer is barely sufficient. They also said because 50% of the Hylebos #18 is now a state park, as well as an important ecological resource, the 200 foot buffer best serves the public's interest. After hearing all the arguments, the County Council decided a 100 foot buffer, which is required around other similar King County wetlands, is sufficient to protect and preserve Hylebos #18.

The following P-suffix conditions for properties adjacent to and near the Hylebos Wetlands #18 are also included in the Area Zoning. To see which properties have these conditions attached to them, see that document.

### 1. Wetland Studies - Required

The Department of Planning and Community Development's director may require a special wetland study for development outside the Hylebos Wetland #18's required 100 foot buffer if the development may cause a wetland alteration or otherwise pose potential significant adverse impacts to wetland values and functions.

### 2. Wetland Studies - Preparation and Contents

The wetland study shall be conducted by a biologist, botanist, plant ecologist or similarly qualified professional with the assistance of a professional engineer. Minimum requirements for mapping, identifying the wetland edge and the preparation and contents of the wetland study shall be contained in administrative guidelines prepared by the Building and Land Development Division.

### 3. Wetland Edge - Identification

As a part of the required wetland study, the edge of Hylebos #18 shall be identified using a transect or other accepted scientific method which is acceptable to the department; provided, the director is authorized to require a specific method to identify the wetland edge.

The criteria for locating the wetland edge are based on the principle of predominance of wetland plants as set forth in the definition of wetlands which appears in K.C.C. 21.04: "Wetlands areas inundated or saturated by surface or groundwater at a frequency and duration to support, and that under normal circumstances do support, a prevalence of vegetation typically adopted for life in saturated soil conditions."

The wetland edge is the line around the wetland where the prevalence of hydrophytes, or wetland plants, ceases. For the purpose of defining Hylebos #18's edge, the prevalence of hydrophytes ceases where the combined percent of hydrophytes in the overstory, understory and ground cover is less than fifty percent.

### 4. Protection and Recording

- A. Those portions of Hylebos Wetland #18 located within a proposed subdivision shall be protected as permanent open space by dedication to King County or to an appropriate community or public body. For development subject to other permits, King County shall encourage protection of Hylebos #18 as permanent easement, conservation easement or Native Growth Protection Easement, dedication or other alternative means acceptable to King County.
- B. Creation of new lots other than separate tracts dedicated or reserved as permanent open space shall not be permitted inside Hylebos #18.
- C. As a condition of any permit approval, the applicant shall record, with the Records and Elections Division, on the title to the subject property or properties, a notice which alerts current and future property owners of the presence and location of the Hylebos Wetland #18, King County regulations which may apply to any future development and any conditions required by King County of the permit approval. The notice shall be on a form provided by the director.

### 5. Wetland Buffer - Required

### A. General Provisions

- 1. The width of the buffer shall be determined by measurement which is perpendicular to the identified wetland edge at any point.
- 2. The outside boundary of the buffer shall be surveyed and shown on all plats, short plats or PUDs.

### B. Minimum Buffer Width

New development adjacent to the Hylebos Wetland #18 shall preserve an undisturbed buffer not less than 100 feet wide.

### C. Increased Buffer Width

The buffer's width shall be increased over the required 100 foot minimum when either of the following exist within or adjacent to the wetland buffer: 1) endangered, threatened or sensitive species; or 2) roads, utility rights-of-way, dikes, channels, etc. Provisions for increasing the buffer's width shall be contained in administrative guidelines prepared by the Building and Land Development Division.

### D. Adjacent Stream Corridors

New development adjacent to streams which enter or leave the Hylebos Wetland #18 shall preserve an undisturbed corridor, on the property subject to the applicable development permit, which is wide enough to maintain the natural hydraulic and habitat functions of that stream. Provisions for preserving adjacent stream corridors shall be contained in administrative guidelines prepared by the Building and Land Development Division.

### 6. Alteration

Alteration of Hylebos #18 and its required buffer is prohibited except for: 1) facilities necessary to allow controlled pedestrian access for scientific, educational or interpretive activities; or 2) fences or other barriers necessary to protect wetland habitat.

### 7. Enhancement - Required

Alteration of the Hylebos Wetland #18 or its buffer for facilities necessary to allow controlled pedestrian access for scientific, educational or interpretive activities shall not be permitted unless accompanied by a County-approved enhancement plan.

### 8. Restoration - Required

If Hylebos #18 and/or its required buffer has been partially or totally altered without an approved development permit or in violation of the conditions of any applicable permit, complete restoration pursuant to an approved restoration plan shall be required. Restoration measures include, but are not limited to, removal of fill, regarding to original contours and revegetation of all cleared areas with native trees and/or plants which are necessary to replace wetland values and functions lost due to alteration. If information on wetland values and functions prior to alteration is not available, the department shall specify the criteria for restoration. Restoration shall be completed prior to approval of any development permits.

### 9. Restoration and Enhancement Plans - Preparation and Contents

Plans for wetland restoration or enhancement shall be prepared by a biologist, botanist, plant ecologist or similarly qualified professional with the assistance of a professional engineer. The plan shall be jointly reviewed by the Building and Land Development and Surface Water Management Divisions. The State Departments of Fisheries and Game may also be consulted, if considered necessary by the department. Minimum

requirements for preparation, contents and department evaluation of restoration and enhancement plans shall be contained in administrative guidelines prepared by the Building and Land Development Division.

### 10. Water Quantity and Quality

The following provisions shall apply to the protection of water quantity and quality in Hylebos #18.

- A. Construction and operation of stormwater retention or detention facilities in Hylebos #18 is prohibited;
- B. The Hylebos Wetland #18 shall be protected from erosion and sedimentation by the use of erosion/sedimentation control practices and measures approved by the Surface Water Management Division;
- C. In areas with no natural point of inflow (i.e., stream), any surface water directed toward Hylebos #18 shall be directed and filtered through the water table or drain field or other appropriate device to avoid erosion and excess nutrient inflow into the wetland;
- D. The Hylebos Wetland #18 shall be protected from pollution by toxic wastes, petrochemical or other pollutants by the use of measures approved by the Surface Water Management Division which remove pollutants from surface water runoff water before it enters the wetland;
- E. The velocity of stormwater runoff entering Hylebos #18 shall be limited to predevelopment levels;
- F. In designated "critical areas" pursurant to K.C.C. 20.50, the Surface Water Management Division may recommend additional measures to minimize flooding, drainage or erosion problems;
- G. Where possible, water level fluctuations in Hylebos #18 shall be minimized during the spring breeding season (April through June);

### 11. Endangered, Threatened and Sensitive Species - Protection

Upon receipt of new information regarding the status or location of species designated by the federal government or Washington State as Endangered, Threatened or Sensitive, the director is authorized to require measures for protecting the species and its habitat. Provisions for protecting Endangered, Threatened and Sensitive Species shall be contained in administrative guidelines prepared by the Building and Land Development Division.

### 12. Human Access

The following provisions shall apply to human access and interpretive use in the Hylebos Wetland #18.

A. When wetland studies, enhancement or restoration plans are required

for proposed development, the study or plan shall consider how interpretive activities and/or facilities could be combined with the proposed development, their impact on wetland values and functions and relation to other plans for interpretive activities or facilities in Hylebos #18. Minimum requirements for determining the impact and feasibility of human access in Hylebos #18 Wetlands shall be contained in administrative guidelines to be prepared by BALD;

- B. No motorized vehicles shall be allowed within the wetland or its buffer unless specifically authorized by the director;
- C. Any public access or interpretive facilities developed in the wetland shall, to the extent possible, be linked with existing park, recreation or open space areas which are adjacent or in close proximity to the wetland;
- D. Any trails constructed within this wetland shall use materials and methods which minimize disruption of habitat;
- E. Vegetative edges, structural barriers, signs or other measures shall be provided in order to keep visitors in designated public use or interpretive areas;
- F. Large undisturbed and secluded areas shall be reserved in the wetland and its buffer to protect sensitive plant and wildlife species;
- G. Public access or interpretive facilities shall be located in areas of the wetland which have the lowest sensitivity to human disturbance or alteration.

### TRANSPORTATION

### TRANSPORTATION FEDERAL WAY'S GREATEST PROBLEM

While updating Federal Way's Community Plan, King County heard Citizen Advisory Committee members and area residents say Federal Way's greatest problem is transportation. The ability of Federal Way roads and pedestrian facilities to handle more cars and people became an underlying issue when considering commercial, industrial and multifamily housing growth. No other issue so dominated committee meetings. No other issue required so much county research and analysis. And no other issue so affected the update's land use and zoning recommendations.

### FEDERAL WAY'S TRAFFIC PROBLEMS REQUIRE AREA-WIDE SOLUTION

King County and Federal Way residents agree solving the community's traffic problems requires an area-wide approach.

Improving existing roads or building new ones will not alone alleviate traffic congestion. Analyzing the impact of one rezone or development proposal on adjacent roads or nearby intersections does not gauge the cumulative effects of Federal Way's growth and development on its transportation system. Nor will a rezone moratorium or "no more growth" policy solve the community's traffic problems.

King County Comprehensive Plan and Federal Way Community Plan policies provide the framework for addressing transportation problems. The County's Road Adequacy Standards (Ordinance 7544) and zoning P-suffix conditions applied to a particular property are more specific tools for mitigating traffic problems. In addition, development conditions requiring sidewalks, jogging trails and/or bicycle paths decrease automobile use, thus alleviating congestion. So, too, do improved transit service and carpooling.

Yet despite these efforts, Federal Way's dramatic growth has increased traffic problems. A comprehensive analysis of developments' affects upon the community's transportation system is needed to solve traffic problems. A caseby-case analysis will not suffice.

Therefore, this plan recommends a program with short and long-term solutions. The short-term approach is updating policies and rezoning properties based on specific criteria. Existing rules and regulations, such as the Road Adequacy Standards and the State Environmental Policy Act (SEPA), provide criteria development must meet in order to mitigate traffic congestion. In the long-term, a program is needed which will provide more accurate information about the cumulative impacts of development upon roads. Such a program should answer questions such as: How many trips per day will each development generate? And of those trips, how many will occur during peak hours? From where will they come? Where will they go? What will be the impact of these trips on nearby roads' and intersections' level-of-service?

What area-wide improvements are required? At what cost? And who will pay for them?

### PLAN'S MOTORIZED TRANSPORTATION GOAL, POLICIES STILL VALID

The Federal Way Community Plan's goal is providing a complete and safe transportation network by coordinating King County's efforts with those of the federal and state governments, Pierce County, METRO and surrounding cities. Although this goal and its supporting policies were written and adopted a decade ago, they are still valid.

- FW #102 The transportation system's routes and facilities should be located and designed to meet the demands of and have the most beneficial effect on existing and proposed land uses.
- FW #103 State and County highways and roads should be coordinated with the non-motorized system for Federal Way to provide safe, adequate and well-placed crossings and lanes, walkways and trails for bicyclist, pedestrian and equestrian use when appropriate.
- FW #104 Clearly mark auto, pedestrian and bicycle linear space within street rights-of-way.
- FW #105 Adequate provisions should be made for pedestrian, equestrian and vehicular travel across the freeway.
- FW #106 Appropriate landscaping should be encouraged for transportation right-of-ways.
- FW #107 Rear lot lines and rear parking lots in the CBD's business and commercial uses should be developed as frontage roads (local access street), thereby separating localized traffic from through traffic on Pacific Highway South.
- FW #108 Strip business/commercial zoning along Pacific Highway South north of the CBD and south of the office park/industrial district is detrimental to the highway's functioning and should not be increased.
- FW #109 Exclusive rights-of-way for transit should be acquired or legally established in accordance with the Comprehensive Plan.
- FW #110 Park and ride lots should be well located for optimum access and use for transit riders and commuters.
- FW #111 Major transportation routes and existing or proposed public transportation systems should be coordinated and right-of-ways for rapid transit systems in combination with other routes provided where such are deemed desirable and feasible. METRO should provide additional local service, and inter-community connections and direct connections with Auburn and other nearby communities.

### PEDESTRIAN FACILITIES POLICIES RECONFIRMED

Pedestrian facilities are the Transportation Chapter's second element. They help reduce automobile use and therefore traffic congestion in Federal Way. Walkways, bicycle paths and trails are the key pedestrian facilities with which this plan deals. They are defined as:

### Walkways:

Sidewalks or paths usually located along existing roads. They connect facilities such as schools, shopping centers and park-and-ride (transit) lots with residential areas.

### Bikeways:

May vary from an exclusive grade separated travelway for bicycles to one shared with vehicles and/or pedestrians and is designated by simple signing and/or pavement markings. Bikeways can connect schools, shopping centers, parks and park-and-ride (transit) lots with residential areas.

### Trails:

Natural informal paths usually located away from roads. In Federal Way, many trails are found along wooded hillsides, ravines and open spaces. The development or extension of these trails can connect parks, recreation areas, points of interest, scenic areas and viewpoints. Trails may be utilized by hikers and/or horseback riders. Through owner-user agreements some trails may be located on private property and be privately maintained; an example is a horseback riding club's network of trails over several members' properties.

The 1975 plan's policies governing these three pedestrian facilities are even more important in 1986 as reducing automobile use, relieving congestion on Federal Way's roads and intersections and providing more open space and recreation opportunities gain importance. All these policies therefore play a vital role in shaping the community's pedestrian and bicycle system.

Walkway and bicycle path policies try to provide pedestrians and bicyclists safe access to Federal Way's neighborhoods, businesses, parks, schools and other public facilities.

- FW #112 All major and secondary arterials which are constructed in the future or reconstructed under CIP should have walkways on both sides of the street or a reasonable substitute.
- FW #113 All collectors which are constructed in the future or reconstructed under CIP should provide walkways on both sides of the street or a reasonable substitute.
- FW #114 All local access streets except those which are cul-de-sacs less than 150' in length should have walkways on both sides of the street.
- FW #115 All streets in the Central Business District which are constructed in the future or reconstructed under CIP shall have walkways on both sides of the street or a reasonable substitute.

- FW #116 Walkways should be provided to schools, parks and playgrounds where necessary from adjacent residential areas not abutted by public streets.
- FW #117 Streets should provide for safe bicycling and pedestrian travel.
- FW #118 Adequate bikeway signs are required to insure both bicyclists and motorists easily recognize the bike route and the traffic regulations related to it.
- FW #119 Heavily traveled arterials should have an exclusive bike lane designated by a wide paint stripe or other clear designation and be of safe width.
- FW #120 Bikeways physically separated from traffic lanes should be constructed whenever possible in populated areas.
- FW #121 Bikeways should have high priority in the design of public rights-of-way adjacent to shopping centers and areas of Park and Ride lots.
- FW #122 Encourage the cooperation of the school district, state transportation planners and the plat/P.U.D. review process to develop a local pedestrian/bicycle trail or pathway system for interconnecting residential areas with park and recreation facilities.

Trails policies intend to link the community's residences, businesses, schools, parks, lakes, streams and scenic vistas to one another with trails for pedestrians, joggers and horseback riders. The following policies promote this system.

- FW #123 Provide tax relief or incentives to owners of private land containing trails so the trails will be protected as a local asset.
- FW #124 Ravines, steep hillsides and streambanks should be utilized for trail routes when they do not have detrimental effects on the environment.
- FW #125 Trails should be buffered from adjoining properties, enhance the natural beauty of the site, aid in reducing pollution and be designed to demonstrate good ecological practices similar to the Foster Island Trail in Seattle's Arboretum.
- FW #126 Trails should be used to link Puget Sound with hillside residential areas.
- FW #127 King County shall establish procedures for regulating trail use before trails are developed to prevent overuse and inappropriate or illegal use.
- FW #128 Trail routes should utilize park and playfield rest facilities and parking areas to serve trail users.
- FW #129 Unique linear corridors, such as the Bonneville Power Authority (BPA) line easement, transmission lines, pipelines and/or old railroad rights-of-way, such as the old Tacoma-Seattle Interurban's, should be utilized as trail routes whenever possible; ownership should be retained in as large parcels as possible and an unobstructed path ten to fifteen feet wide maintained to allow passage

of recreation-oriented trail users.

FW #130 The Park Division's paved pathway program should be implemented, as cost allows, to provide gravel sidings on paved bike trails, a better surface for horses hooves and maintenance and drainage.

# '86 UPDATE ENCOURAGES COMMUNITY-WIDE PEDESTRIAN NETWORK THROUGH DEVELOPMENT CONDITIONS

A pedestrian network throughout Federal Way is recognized as a valuable asset for two reasons. One, it provides residents more open space and recreation opportunities. Two, it may reduce dependence upon the automobile, thereby reducing pollution, noise, glare and traffic congestion.

Because Federal Way's population and construction will continue escalating through 2000, the need for a pedestrian network is greater - and more timely - than ever. Therefore, a special recommendation of this plan (See Appendix A, Special Recommendation 2) is King County adopt a Pedestrian and Bicycle Access Plan for Federal Way.

FW #131 Once King County adopts a Federal Way Pedestrian and Bicycle Access Plan, all development shall comply with its requirements.

This plan envisions a Pedestrian and Bicycle Access Plan requiring:

- 1. an overall design of the pedestrian network for use by the public and private sectors as development is approved and occurs;
- all development approved within Federal Way shall, as a condition of approval, provide its section of the network, ensuring by design and construction its portion matches other existing or planned sections of the network;
- 3. cooperation between King County and the private sector to complete and implement the pedestrian network in existing, developed areas through a combination of private financing, capital budgeting and variances to parking stall requirements;
- the pedestrian network is not limited to public right-of-way and shall include access through existing and planned parking areas to provide linkage from the public right-of-way to existing or planned structures;
- 5. a combination of standard sidewalks, hard or soft surface walkways, grade separated walkways, striped delineation in asphalted parking lots or any combination of the above if approved by design review; and
- 6. landscaping, shade trees, benches or other pedestrian amenities without restriction and with appropriate allowance for innovation by both the public and private sector.

# 1983 TRANSPORTATION PLAN INCLUDED AS PART OF THIS UPDATED DOCUMENT

The purpose of the Federal Way Transportation Plan is to update the motorized and non-motorized transportation elements of the Federal Way Community Plan which were adopted by Ordinance 2401 in 1975 and amended by Ordinance 4733 in 1980.

The Federal Way Community Plan and its transportation recommendations provide the basic input to the development of transportation projects. Detailed inventory work was conducted on the existing transportation system to update the identification of existing deficiencies and problems. Transportation computer models were then used to forecast future year traffic volumes. A list of potential transportation projects was then developed. Individual priority analysis sheets and cost estimates were prepared for each project. Project recommendations were then prepared and are included in this plan.

### INVENTORY OF EXISTING CONDITIONS

### Streets and Highways

The automobile is the major means of transportation for Federal Way residents. Almost half (49%) of the daily trips begin and end within the study area. Figure 1 illustrates the destination of daily trips from Federal Way. Pierce County, not including Tacoma, is the major destination for trips outside Federal Way, attracting 9% of the trips. Other high attraction areas are: Burien (7%), South Seattle/ Duwamish Industrial Area (6%), Renton (5.5%), Tacoma (5%), and Kent (5%).

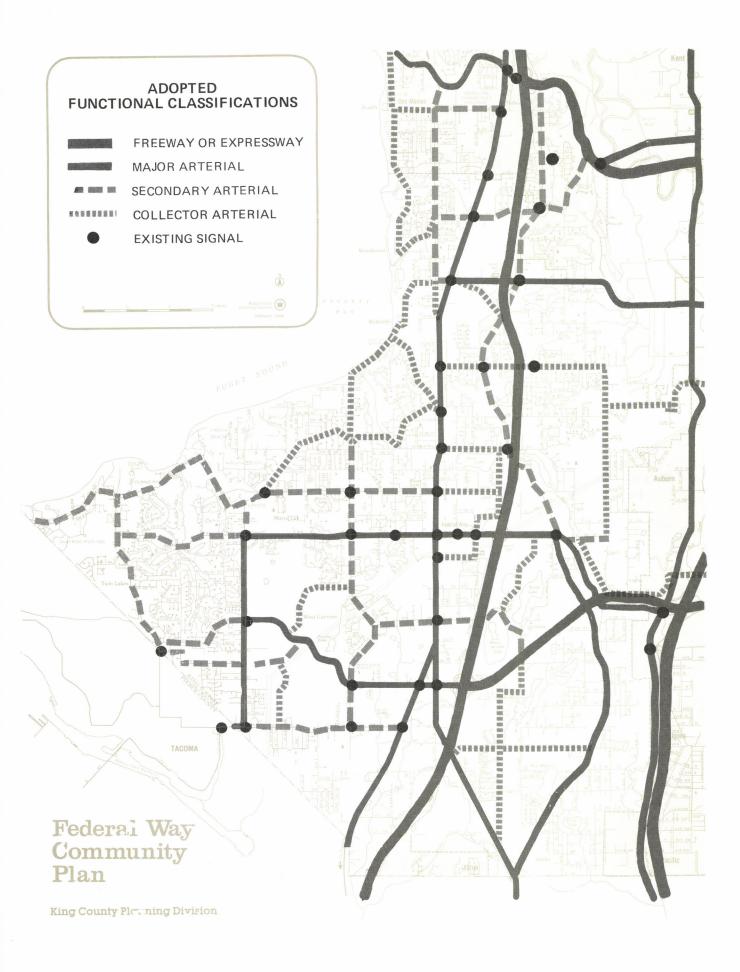
Figure 2 illustrates the destination of daily work trips from Federal Way. The major employment attraction for area residents is the South Seattle/Duwamish Industrial Area, which attracts 13% of the daily work trips. Other high employment attractions are: Tacoma (9.5%), the rest of Pierce County (8.5%), Downtown Seattle (7%), Burien (7%), Renton (7%), Southeast King County (7%), and Kent (6%). Only 27% of the daily work trips are made within the study area.

### Bicycle, Pedestrian, and Equestrian Facilities

A high priority for new and improved walkways and bikeways was identified during the Federal Way Community Plan process. Equestrian interest groups have also urged that facilities be provided for their use. The groups have stressed the importance of saving existing trails used by horseback riders and providing for new routes.

### Transit Service and Facilities

The Municipality of Metropolitan Seattle (METRO) provides transit service in Federal Way. Twenty transit routes and three park-and-ride lots now serve Federal Way residents. Federal Way is serviced by both local and express bus routes. Express bus routes operate in one direction on weekday mornings and evenings, providing peak period commuter work trips. Local routes generally operate all day, everyday and provide for employment, shopping and recreational trips.



### Ridesharing

There has been a growing concern over the increasing costs of travel dollars, energy and safety. This has lead to public and private efforts aimed at combining trips to reduce total vehicle miles of travel.

METRO's Commuter Pool Office is the countywide ridesharing coordination agency. Commuter Pool has developed ridematching, park-and-pool, vanpool and "flex-time" (flexible working hours, designed to reduce peak hour travel) programs for county residents.

### STREET AND HIGHWAY SYSTEM RECOMMENDATIONS

The following text describes the basis for the major recommended transportation improvements to support the transportation goals, objectives and land use plan for Federal Way.

### **East-West Travel**

One of the primary needs in Federal Way is improved east-west travel. Most facilities are currently operating at or near capacity. The existing problem will be severely compounded with growth in West Campus and the surrounding areas, including rapidly developing Northeast Tacoma. Improvements on existing routes, construction of some entirely new routes, a heavy emphasis on improved transit services, carpooling, vanpooling and the construction of park-and-ride/ park-and-pool lots are needed in order to accommodate this anticipated growth. The major projects recommended for east-west travel improvements are discussed below:

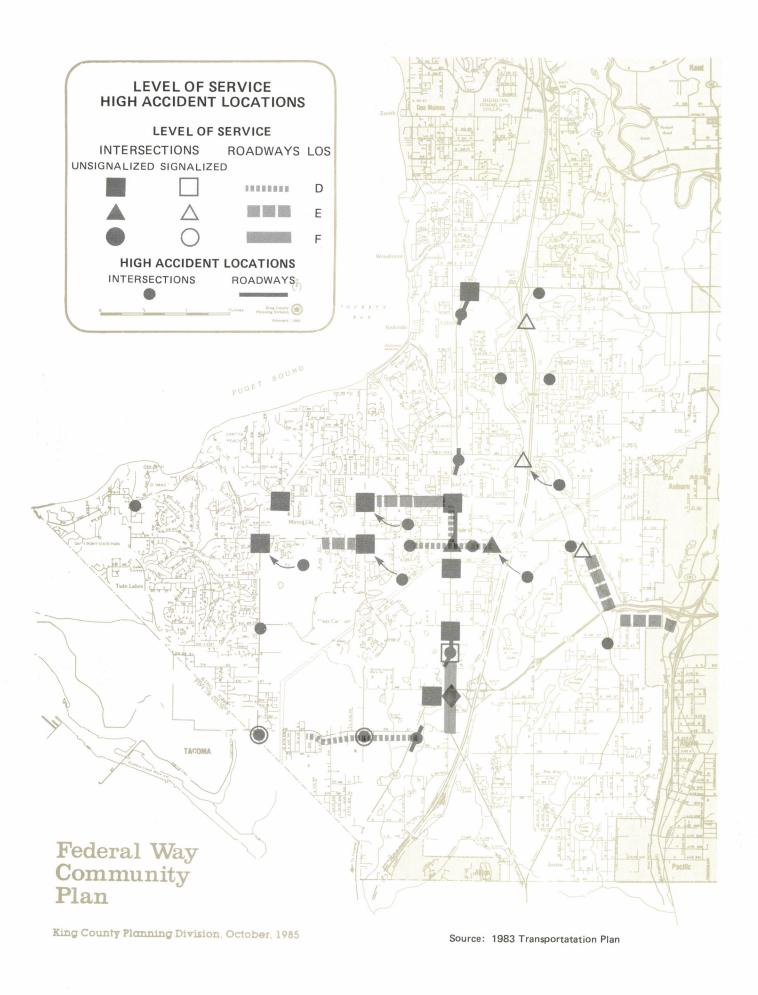
#### S 272nd/S 277th St.

This arterial is a major east-west link between Federal Way and Kent. Recently, the Washington State Department of Transportation (WSDOT) completed a diamond interchange at I-5 and S 272nd St.

While there are no capacity problems along the route, the left turn lane on the easterly leg of 272nd St. at SR-99 is not long enough. Traffic backs into the thru lane at this location. For this reason, either the turn lane needs to be longer or an additional left turn lane should be provided. With the increased access to 1-5 caused by the opening of the interchange, population and employment in the area is expected to increase. Thus, the 2 lanes between SR-99 and 16th Ave. S should be expanded to at least three lanes, and eventually four lanes, to provide for increased traffic flow as traffic demand increases. A signal at the intersection of 16th Ave. S and S 272nd St. would also be included in this project, along with curb and gutter, sidewalks and drainage improvements.

### **West Campus Arterials**

West Campus is a large master planned development bordering S/SW 320th St. to the north, 21st Ave. SW to the west, approximately 9th Ave. S to the east, and S/SW 348th St. to the south. This planned development consists of single and multifamily housing, employment centers, shopping areas, schools and a community center.



Currently, the only arterials serving West Campus for internal circulation and access out of the development are 1st Ave. S and S 336th St. As part of the master plan, the developer is widening the arterial. SW 336th/S 348th St. will consist of four lanes with turn channelization, along with curb, gutters, sidewalks and drainage improvements. This roadway will extend from 21st Ave. SW at SW 336th St., to S 348th St. at 1st Ave. S. S 330th/SW 336th St. will connect with 1st Ave. S at S 330th St. and intersect the SW 336th/S 348th St. arterial at approximately 12th Ave. SW. The roadway will be a collector arterial with curb, gutters, sidewalks, drainage improvements and turn channelization.

### S/SW 356th St.

S/SW 356th St. is a secondary arterial which provides east-west access between SR-99 and southwest Federal Way/Northeast Tacoma. This route operates at or near capacity and carries a large amount of truck traffic. An ordinance was recently passed by the King County Council which limits the size of trucks that can operate on the route. The City of Tacoma is planning to do major widening on 29th St./Norpoint Way which directly connects to SW 356th. Without the development of a new east-west major arterial in the vicinity of S 348th St., S/SW 356th will have serious congestion problems. WIDENING SW 356th ST. TO FOUR LANES IS CURRENTLY A CIP PROJECT.

### S/SW 344th (New Arterial)

SW 344th is intended to be a new east-west secondary arterial connection between Northeast Tacoma and the S.W. 336th/S. 348th St. arterial. Travel projections indicate the need for this new arterial in addition to upgrading S/SW 320th St., upgrading S/SW 356th St. and constructing two new arterials in the West campus area. The Washington State Department of Transportation (WSDOT) has planned for a number of years to construct a new limited access freeway (SR-509 Tacoma Spur) in the S/SW 348th St. corridor. Recent problems with funding have caused WSDOT to drop this project from their plans. The number of options for the arterial route have been severely limited by development and topographic constraints between 1st Ave. S and 21st Ave. SW.

Connections to Pierce County arterials are also limited. SW 344th St. is recommended to link 35th Ave. SW and 21st Ave. SW. This facility is an existing two-lane roadway and could be used with minimal improvements. At 35th Ave. SW a route would run north on 35th Ave. SW to SW 342nd St., then west on SW 342nd to Hoyt Rd. A future recommended connection, to be coordinated with the City of Tacoma, is a new roadway from the intersection of SW 344th St. and 35th Ave. SW to Hoyt Road in Pierce County. Major widening of S 348th St. between 1st Ave. S and SR-99 is also essential to provide adequate capacity for an east-west connection between Pierce County and 1-5.

### SW 360 and SW 366th St.

East-west circulation is also a problem for the partially developed area south of SW 356th St. A large portion of this area has access only to SW 356th St. via 6th Ave. SW. Access from 6th Ave. SW is difficult during many hours of the day. Two additional neighborhood collector streets (SW 360th St. and SW 366th St.) are planned to provide eastwest flow and reduce the traffic at the intersection of 6th Ave. SW and SW 356th St.

### S/SW 312th St.

S/SW 312th St. is an important east-west secondary arterial. Because of the severe congestion on SW 320th St. there is some diversion of trips to S/SW 312th St. Several improvements are planned on S/SW 312th. The initial project along S/SW 312th St. is to improve existing intersections by adding turn channelization and insuring adequate bicycle and pedestrian improvements. Construction of a 3 or 4 lane section will be ultimately required with timing depending on development and traffic volume increases. Under the ultimate design, emphasis should also be given to bicycle and pedestrian traffic.

### I-5 and S 288th St.

The Washington State Department of Transportation should study the feasibility of a full diamond or a half-diamond interchange at the intersection of I-5 and S 288th St. The S 272nd St. interchange helps the existing situation at S 320th St. but, even with the S 272nd interchange, S 320th St. will have severe capacity problems especially during the evening peak hour. A half-diamond to the north at S 288th St. would provide some relief to S 320th St.

### **Peasley Canyon Road**

Peasley Canyon Road provides east-west access between Federal Way and Auburn. Due to the nature of surrounding employment centers, the arterial carries heavy truck traffic. The roadway is at capacity, especially westbound, due to a steep grade. This problem is increased by the slowdown of trucks climbing this grade. Due to increasing population and employment in both Federal Way and Auburn, traffic projections along Peasley Canyon Road show an intolerable congestion problem by 1990.

There is a two phase project programmed for Peasley Canyon. Phase I provides for intersection improvements and bicycle and pedestrian improvements between the Auburn City limits and Peasley Canyon Way. Phase II, scheduled for construction in 1985, includes drainage improvements, overlaying existing roadway, overlaying existing shoulders to facilitate bicycle and pedestrian safety, and adding a truck passing/hill climbing lane. Even with these proposed improvements, Peasley Canyon Road is projected to be over capacity by 1990. Further increases in capacity could by achieved by additional widening of the roadway or increasing capacity along alternate routes, such as SR-18, along with increased use of transit, car-pooling and van-pooling programs.

### **North South Travel**

A secondary need (as compared to east-west travel improvements) is for north-south travel improvements. Many of the recommendations below are for operational improvements.

### Interstate 5

I-5 is the major north south corridor in the Federal Way transportation system. Currently, there are only minor ramp backups when exiting during the p.m. peak hour at SR-516 and S 320th Sts. To relieve some of the congestion problems at S 320th St., the feasibility of providing an additional north only diamond interchange at S 288th St. should be examined by WSDOT. Existing interchanges are at S 348th St., S 320th St., S 272nd St. and SR-516.

Due to the rapid rate of growth in Federal Way, traffic forecasts place 1-5 near capacity by 1990. An improved transit system, along with carpool, vanpool and flextime programs, is needed to accommodate these increased traffic volumes.

#### **SR-99**

SR-99 is a major arterial running parallel to I-5. It provides access to numerous business, commercial, industrial and residential areas. The only capacity problems are found in the vicinity of S 320th St. Future year traffic projections show SR-99 will be over capacity from S 279th St. to S 340th St. by 1990.

To maintain an adequate traffic flow, intersection improvements such as increased turn channelization and completion of a continuous 2-way turn lane are needed throughout SR-99's entirety. Also, major drainage improvements are needed in the vicinity of S 320th St.

### 16th Ave S (S 240th -S 272nd St.)

This arterial provides north-south circulation for a predominantly residential area and provides access to three state routes (SR-516, SR-509, SR-99), Highline Community College and Saltwater State Park. Due to the lack of controlled intersections, speeds tend to become excessive along this stretch of roadway. This problem could be reduced through installation of 4-way stops at intersections such as Woodmont Dr. or S 272nd St., provision of more speed limit signs and better enforcement of the speed limits.

#### 1st Ave. S Extension

1st Ave. S ends at S 366th St. The area in the vicinity of S 366th St. is strictly residential, with one school located along 1st Ave. S at approximately S 360th St. Due to heavy development in the area, access to an arterial other than heavily traveled S 356th St. is imperative. For this reason, 1st Ave. S needs to be extended south from S 366th St. to SR-99. Construction of this extension should be a requirement of future development with a significant portion of the cost borne by the developer. Completion of the 1st Ave. S extension would provide an adequate circulation system.

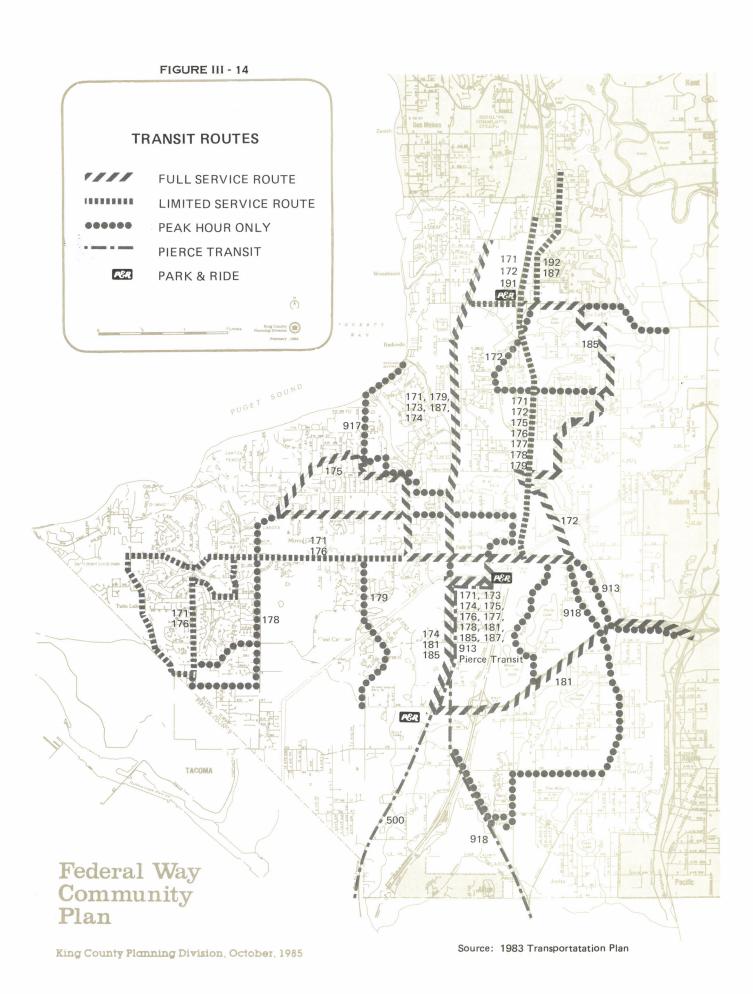
#### Local Circulation Needs

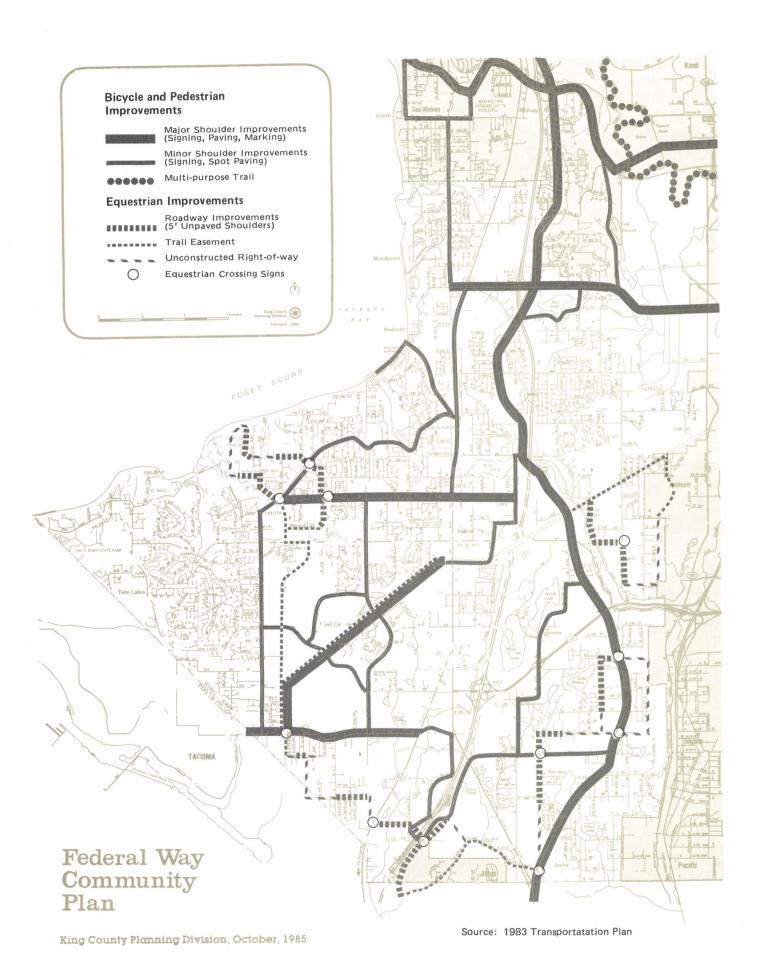
#### **Business & Industrial Areas**

A number of projects are identified in this study to improve circulation in areas zoned for business and industry. A detailed Business District Development Guide should be prepared for the areas bounded by S 356th St. on the south, S 312th St. on the north, I-5 on the East and 14th Ave. S on the west. Such a detailed study would be similar to the recent Kenmore or Factoria Development Guides.

### **BICYCLE & PEDESTRIAN RECOMMENDATIONS**

Recommended bicycle and pedestrian improvements for Federal Way emphasize route continuity and safe access to schools, shopping areas, major employment centers, parks and transit facilities.





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Recommended equestrian improvements would connect existing equestrian trails and areas of high demand for horse-back riding.

Additionally, any County owned right-of-way currently being used as a trail, or with potential for trail usage, should be preserved.

### North-South Travel

The major north/south bicycle and pedestrian corridor east of 1-5 is Military Road S. Major shoulder improvements would include a five-foot bike lane on both sides of the road with bike route and directional signs showing major points of interest.

Other north/south projects include minor shoulder improvements to 16th Ave. S, Hoyt Road SW, Marine View Drive, 28th Ave. S, and 32nd Ave. S. Bike route signing for a shared roadway facility would include 1st Ave. S and 14th Ave. S.

The off-road trail along the Bonneville Power Administration (B.P.A.) powerline easement would extend through the West Campus area from S 324th St. to the Pierce/King County line. Total length is approximately 3.2 miles.

#### **East-West Travel**

Four major east/west bicycle facilities are recommended: (1) SR-516 (Kent-Des Moines Road S); (2) S 272nd St. from 16th Ave. S into Kent; (3) SW 312th St. from Dash Point Road to 28th Ave. S, and (4) SW 356th St. from 21st Ave. SW to SR-99. Improvements would include marking and striping the shoulders for a five-to-eight foot bike lane, installing bike route and directional signs, and providing minor spot paving and removing hazardous barriers to bicyclists. S 272nd St. will involve walkway or sidewalk improvements rather than the shared roadway concept.

### TRANSIT RECOMMENDATIONS

Recommended transit improvements have been separated into three categories: service routing, service frequency and transit facilities.

### Service Routing

- 1. New service should be considered on SW/S 356th St. between 21st Ave. SW and Pacific Highway S.
- 2. To ensure high ridership, METRO should engage in strong informational and marketing programs to promote awareness and use of transit service on recently-added Federal Way routes and new service added in the future.

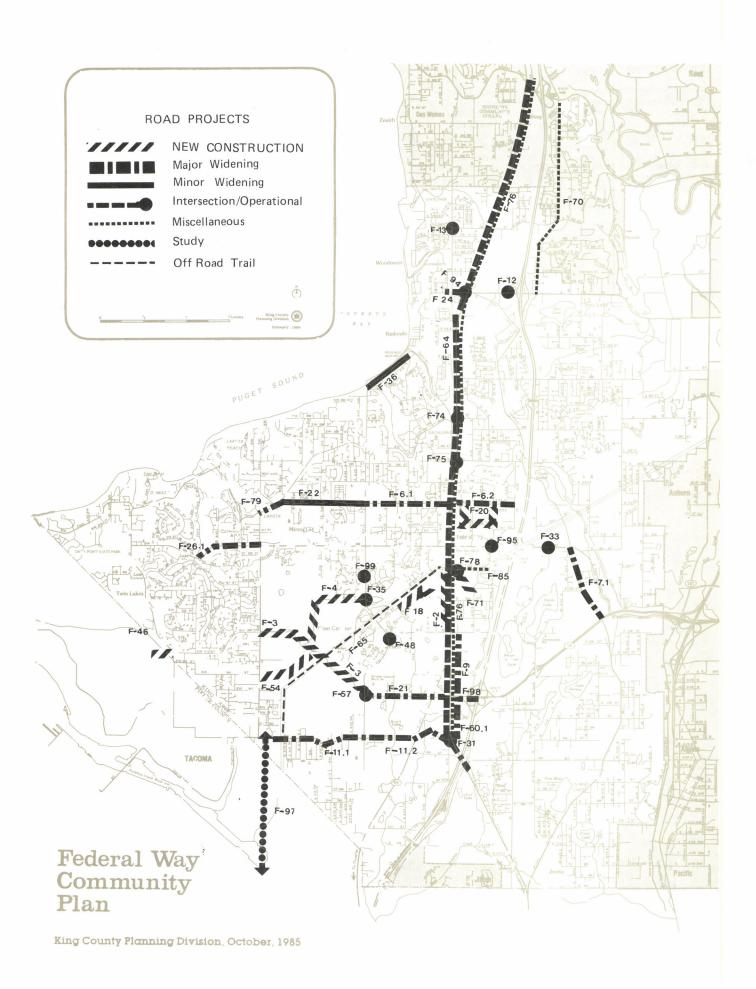
## Service Frequency

1. Eastbound weekday service is needed on route 171 between 2:45 P.M. and 6:45 P.M. to fill a four hour service gap (Twin Lakes to Sea-Tac Mall).

2. Westbound weekday service is needed on route 171 between 3:15 P.M. and 5:30 P.M. to fill a two hour service gap (Federal Way Park-and-Ride to Twin Lakes).

## **Transit Facilities**

- 1. Additional bus stops are needed along SW/S 320th St. between 21st Ave. SW and 8th Ave. S for route 171. A bus stop close to the Group Health Clinic is needed.
- 2. Location of future park-and-ride lots and the regional transit center in Federal Way should be closely coordinated with the King County Planning Division and the Department of Public Works.



High priority transportation projects described below and located on the map are needed to accommodate current year 200 forecasts of Federal Way household and employment. This project list will be updated in 1987-88 as an areawide transportation plan is completed to reflect travel demand effects of the Federal Way land use changes adopted in this plan.

Project priorities establish a guide for implementation. The availability of funding for different project types may also affect project scheduling. Thus, a lower priority project with available funding may be implemented before a project with a higher priority.

Project cost estimates are based on average costs for each type of construction. When projects have a shared responsibility for funding, only the King County portion of project costs is shown. The following table shows cost notation used in project listings.

Responsibility

King County King County - No Cost Estimate
King County with other Agency
Washington State Department of
Transportation Other Agency Private/Developer Joint projects not involving King County

\*King County share only

**Notation** 

(\$198,000) (N/C) (\$75,000)\* or (N/C)\*

(STATE) (CITY) (PRIVATE)

(JOINT)

F-2	2	(\$ 671,000 )
11/14	4 AVE S	
From	: S 324 ST	
To:	S 336 ST	

Distance: 0 75 Mile Priority—High Private

King County -- Construct Two Lane Arterial -Construct Curb, Gutter, Sidewall

F-3 (\$ 71,000)\*

From: 21 AVE SW To: 1 AVE S Distance: 1.21 Miles Priority-High Private King County

-- Construct Four Lane Arterial -- Construct Curb, Gutter, Sidewalk

SW 330 ST/10 AVE SW From: 6 AVE S To: SW CAMPUS PKWY To: SW CAMPUS Distance: 0.75 Mile

Priority—High Private

-Construct Two Lane Arterial -Construct Curb, Gutter, Sidewalk

F-5
WEST CBD FRONTAGE RD

From: S 312 ST To: S 320 ST Distance: 0.70 Mile

Private

-- Construct New Boad -Construct Curb, Gutter, Sidewalk

F-6.1 (\$ 2,608,000) S 312 ST From: 1 AVE S To: SR-99 Distance: 1.00 Mile

Priority—High Kina County -Widen to Four Lanes

-Turn Channels Upgrade Traffic Signal
 Widen Curb Lane for Bicycle Use

-Construct Curb, Gutter, Sidewalk F-6.2 (\$ 642,000 )\*

From: SR-99 To: 28 AVE SE Distance: 0.70 Mile Priority-High King County --Widen to Four Lanes
--Widen Curb Lane for Bicycle Use
--Construct Curb, Gutter, Sidewalk

F-7.1 (\$ 1,058,000)
PEASLEY CANYON RD-PH II From: S 321 ST To: PEASLEY CANYON WY Priority---High

King County --- Add Hill Climbing Lane —Pave Shoulders

F-7.2 (\$ 239,000 ) PEASLEY CANYON RD

(\$ 1.073,000 )

(\$3,540,000)

(\$ 776,000)

(METRO)

From: SR-181
To: PEASLEY CANYON WAY Priority-Medium

King County -Reconstruct Shoulders -Pave Shoulders

F-9 16 AVE S

From: SR-99 To: S 348 ST Distance: 0.55 Mile Priority---High King County

-Widen to Four Lanes -Construct Curb, Gutter, Sidewalk

F-11.1 S/SW 356 ST From: 21 AVE SW To: SR-99 Distance: 1.75 Miles Priority-High King County

-Widen to Four Lanes 

F-11.2 From: SR-99 SR-161 Distance: 0.60 Mile Priority-High King County

-Widen to Four Lanes -Construct Curb, Gutter, Sidewalk

F-12 \$ 272 ST @ 26 AVE S Priority-High Metro

-Traffic Signal F-13 (STATE) WOODMONT DRIVE @ 16 AVE S

Priority-High Washington State Dept. of Transportation -Traffic Signal

F-14.1 STAR LAKE-SCH WLKWYS From: 42 AVE S

To: 48 AVE S Distance: 1.00 Mile King County

--Construct Walkway / Pathway

F-14.2 51 AVE S (\$ 70,000 ) From: \$ 304 ST To: \$ 288 ST Distance: 0.95 Mile Priority-Medium King County

-Construct Walkway / Pathway

F-15 SW 366 ST From: KING CO LINE To: 6 AVE SW Distance: 0.32 Mile Private

-Construct New Road

F-16 11/14 AVE SW From: SW 356 ST SW 344 ST Distance: 0.70 Mile Priority—Medium

Private -Construct Two Lane Arterial -- Construct Curb. Gutter, Sidewalk -- Traffic Signal, Turn Channels

F-17 SW 344 ST From: 21 AVE SW 35 AVE SW Distance: 0.70 Mile Priority-Medium King County

-Widen to Four Lanes -Construct Curb, Gutter, Side

F-18 S 333 ST From: 8 AVE S To: 14 AVE S Distance: 0.48 Mile Priority-High Private

-Construct Two Lane Arterial -Construct Curb, Gutter, Sidewalk

F-19 1 AVE S From: S 362 ST To: SR-99 Distance: 0.50 Mile Priority-Medium King County

-Construct Two Lane Arterial -Construct Curb, Gutter, Sidewalk

FEDERAL WAY BUS. DIST. RD From: S 312 ST To: S 320 ST

Distance: 0.64 Mile Priority—High Private

Construct Two Lane Arterial
 Construct Curb, Gutter, Sidewalk

F-21 S 348 ST (\$ 2,679,000) From: 1 AVE S To: 500' E. of SR-99 Distance: 0.76 Mile

Priority-High King County -Widen to Four Lanes Plus Two-Way Left Turn Lane

Construct Curb, Gutter, Sidewalk
 Traffic Signal

F-22 (\$1,147,000) SW 312 ST From: 1 AVE S To: SR-509 Priority-High

King County

-Widen Roadway -Construct Curb Gutter Sidewall F-24 S 272 ST (\$ 370,000)\*

From: SR-99 To: 16 AVE S Distance: 0.17 Mile Priority-High

King County Private

(PRIVATE)

(\$ 1,226,000 )

(PRIVATE)

(\$ 584.000 )\*

-Widen to Four Lanes Plus Two-Way Left Turn Lane
---Construct Curb, Gutter, Sidewalk

(\$ 398.000)

(\$ 670,000)

F-25 35 AVE SW From: SW 340 ST To: SW 344 ST Distance: 0.21 Mile Priority-Low King County

-Widen to Four Lanes -- Construct Curb, Gutter, Side

\$\ 320 ST-PHASE IV From: 21 AVE SW To: 35 AVE SW Distance: 1.60 Miles

Priority-High King County 

F-26.2 SW 320 ST From: 35 AVE SW To: HOYT RD Distance: 0.70 Mile Priority-Medium King County

-Traffic Signal

-Widen To Three Lanes -Construct Curb, Gutter, Sidewalk

F-28 (\$ 148,000) \$ 272 WAY @ STAR LK RD Priority-Medium

King County -Intersection / Operational Improvement

F-30 (JOINT) 28 AVE S @ SR-161

Priority-Medium Washington State Dept. of Transportation -Turn Channels

F-31 (\$ 25,000)\* 16 AVE S @ SR-161 Priority---High

Washington State Dept. of Transportation King County -Intersection / Operational Improvement

F-32 47 AVE SW @ SR-509 Priority-Medium

Private Washington State Dept. of Transportation King County -Intersection / Operational Improvement

F-33 32 AVE S @ S 320 ST (\$ 77,000) Priority—High King County -Traffic Signal

F-35 (PRIVATE) 1 AVE S @ S 330 ST

Priority-Medium Private

-Traffic Signal, Turn Channels F-36

(\$ 4.108.000) REDONDO SEAWALL From: 1 AVE S To: S 284 ST Distance: 0.60 Mile Priority-High King County

Reconstruct Seawall
 Widen Roadway
 Construct Curb, Gutter, Sidewalk

F-37 SW 360 ST From: KING COUNTY LINE To: 1 AVE S Distance: 1.00 Mile Private

-- Construct New Road

F-38 MILITARY RD (\$ 3,439,000) From: S 272 ST To: S 304 ST Distance: 2.00 Miles Priority-Medium

King County -Widen to Four Lanes
-Construct Curb, Gutter, Sidewalk
-Widen Curb Lane for Bicycle Use

F-39.1 (\$ 606 000 ) From: SR-99 To: 20 AVE S Distance: 0.30 Mile Priority-Medium

King County -Widen To Three Lanes

-Construct Curb, Gutter, Sidewalk F-39.2 (\$ 90,000.)

S 336 ST/32 AVE S From: 20 AVE S To: SR-18 Distance: 1.20 Miles Priority—Low King County ---Pave Shoulders

F-41 (\$ 207,000 ) SW 320 ST @ HOYT RD

Priority-Low King County

-Intersection / Operational Improvement

F-42 (\$1.143.000) S 304 ST From: SR-99 To: MILITARY RD Distance: 0.75 Mile Priority-Medium King County

(\$ 290,000) 32/28 AVE S/S 360 ST From: SR-18 To: MILTON RD Distance: 1.40 Miles Priority-Medium King County

-Pave Shoulders

F-44 (\$ 316,000) 10 AVE S From: REDONDO WY
To: S 272 ST
Distance: 1.30 Miles Priority-Medium King County -Pave Shoulders

F-46 (CITY) SW 340 ST From: HOYT RD
To: COUNTY LINE
Distance: 0.10 Mile Priority—High City of Tacoma -Construct Four Lane Arterial Plus Two-

Way Left Turn Lane

Construct Curb, Gutter, Sidewalk

F-47 (CITY) SW 340 ST @ HOYT RD Priority-Medium

City of Tacoma -Traffic Signal, Turn Channels

F-48 (\$ 81.000) 1 WAY S @ S 336 ST Priority—High King County

-Traffic Signal F-51 SW 366 ST From: 6 AVE SW To: 2 AVE SW Distance: 0.43 Mile

Private -Construct New Road

F-52 (\$ 503.000)\* SW 344 ST From: HOYT RD 35 AVE SW Distance: 0.24 Mile Priority—Low King County City of Tacoma

-Construct Four Lane Arterial -Construct Curb, Gutter, Sidewalk

F-53 (\$ 207,000 ) 21 AVE SW @ SW 344 ST

Priority-Medium King County -Intersection / Operational Improvement

F-54 (\$ 2,799,000 )\* SW 344 ST EXTENSION From: 21 AVE SW To: CAMPUS PARKWAY Distance: 1.00 Mile Priority-High King County

—Construct Four Lane Arterial
 —Construct Curb, Gutter, Sidewalk
 —Intersection / Operational Improvement

(\$ 336,000) 1 AVE S @ S 348 ST

Priority-High Private King County

-Reconstruct Intersection -Traffic Signal, Turn Channels F-60.1 SR-161/KIT CORNER RD

From: S 348 ST To: S 360 ST Distance: 0.75 Mile Priority-High

Washington State Dept. of Transportation —Widen to Four Lanes —Traffic Signal

F-60.2 (STATE) SR-161 @ MILTON RD

Priority-Medium Washington State Dept. of Transportation -Traffic Signal, Turn Channels -Realign Intersection

(STATE)

(STATE)

(\$ 55,000)

F-61 SR-18 From: I-5 To: SR-181 Distance: 2.50 Miles

Priority—Medium Washington State Dept. of Transportation -Conduct Feasibility / Needs Study to -Widen Roadway

SR-161 @ MILITARY RD

Priority-Medium Washington State Dept. of Transportation

-Intersection / Operational Improvement

F-63 (PRIVATE) STAR LAKE RD From: I-5 To: S 272 ST Distance: 0.60 Mile Priority-Low

Private -Realign Roadway -Pave Shoulders

F-64 From: S 272 ST To: S 356 ST Distance: 5.15 Miles

Priority—High Washington State Dept. of Transportation

-Interconnect Traffic Signals -See Transit/HOV Improvements

F-65 (\$ 420,000) BPA POWERLINE TRAIL

From: SW 356 ST S 324 ST Distance: 2.80 Miles Priority—High

King County -Construct Multi-purpose Off Road Trail -Provide Equestrian Facility

F-66 (\$ 266,000 )\* MILITARY RD From: S 304 ST To: KIT CORNER RD Distance: 5.30 Miles

Priority-Low King County Pierce County -Pave Shoulders

F-67 47 AVE SW From: SR-509 To: SW 320 ST Distance: 0.40 Mile Priority-Low King County -Pave Shoulders

F-68.1 (\$ 117 000 ) From: REDONDO BEACH RD S 312 ST Distance: 1.80 Miles Priority-Low King County

-Pave Shoulders F-68.2 (\$ 130.000) 1 AVE S From: S 312 ST S 320 ST Distance: 0.50 Mile Priority-Low King County -Construct Curb, Gutter, Sidewalk

F-69 (\$147.000) 28 AVE S From: S 312 ST S 304 ST Distance: 0.50 Mile Priority—Medium King County -Pave Shoulders

F-70 (\$ 139,000.) MILITARY RD From: S 272 ST To: SR-516 Distance: 2.30 Miles Priority—High King County -Pave Shoulders

F-71 17 AVE S/20 AVE S (PRIVATE) From: S 324 ST To: S 328 ST Distance: 0.27 Mile Priority-High Private —Construct Two Lane Arterial
 —Construct Curb, Gutter, Sidewalk

F-72 25 AVE S From: S 272 ST SR-99 Distance: 0.58 Mile Private

-Construct New Road

F-73 (\$ 130,000) AVES From: S 348 ST S 356 ST Distance: 0.50 Mile Priority-Low King County

-Construct Curb, Gutter, Sidewalk F-74 (STATE)

SR-509 @ SR-99 Priority—High Washington State Dept. of Transportation -Intersection / Operational Improvement

F-75 (\$17,000)\* SR-99 @ S 304 ST Priority-High

Washington State Dept. of Transportation King County -Intersection / Operational Improvement

F-76 (STATE) From: SR-516 To: S 356 ST

Distance: 8.13 Miles Priority-High Washington State Dept. of Transportation -Construct Curb, Gutter, Sidewalk

F-78 S 324 ST @ SR-99

Priority-High Washington State Dept. of Transportation

(\$ 25.000)\*

-Intersection / Operational Improvement

(STATE) **SR-509**From: S 312 ST
To: 21 AVE SW Distance: 0.50 Mile Priority-High Washington State Dept. of Transportation -Widen To Three Lanes
-Construct Curb, Gutter, Sidewalk

F-81 (\$ 21.000)\* 4 AVE S @ SR-509 Priority-Medium King County

Washington State Dept. of Transportation -Intersection / Operational Improvement

F-82 (\$ 76,000 ) HYLEBOS CRK BRIDGE:3005 Priority-Low

King County Countywide Bridge Project—BReplace Bridge

(\$ 76.000) S 277 ST BRIDGE:3126 Priority—Low

King County -Countywide Bridge Project-B -Replace Bridge

F-84 (\$ 38,000) 11 PL S From: 2 BLKS S OF S 320 ST To Priority-Medium

King County -Pedestrian Crossing Signals

F-85 (\$ 38.000) S 324 ST From: 23 AVE S To: SR-99 Priority—High King County -Pedestrian Crossing Signals

F-86 From: SW 307 ST SW 304 ST Distance: 0.20 Mile Private

-Construct Half Street

F-88 21 AVE SW (\$173.000) From: SW 344 ST To: SW 356 ST Distance: 0.75 Mile Priority-Medium King County -Construct Curb, Gutter, Sidewalk

F-90 (\$176.000) SW 308 ST From: 4 AVE SW To: 6 AVE SW Distance: 0.13 Mile King County

-Widen Roadway F-92 20 AVE S From: S 344 ST To: S 340 ST Distance: 0.24 Mile Private

-Construct New Road

F-93 (PRIVATE) SR-99 From: S 348 ST S 356 ST Distance: 0 49 Mile Priority-Low Private

-Construct Curb, Gutter, Sidewalk (JOINT) F-94 S 272 ST @ SR-99

Priority-High Washington State Dept. of Transportation

Private -Provide Left Turn Lane

F-95 (PRIVATE) 23 AVE S @ S 320 ST Priority—High Private

-Turn Channels F-96 S 308 ST From: 3 AVE S 3 PLS

Distance: 0.05 Mile Private -Construct Half Street

F-97 (\$ 50,000)\* SR-509 From: PIERCE COUNTY Distance: 2.00 Miles Priority-High Washington State Dept. of Transportation

King County Pierce County -Conduct Feasibility / Needs Study to

- Determine Corridor Needs

F-98 (\$ 2.983,000) S 348 ST From: SR-99 To: I-5 Distance: 0.50 Mile Priority—High King County -Widen to Six Lanes -Add Two-Way Left Turn Lane

r-99 (\$ 65.000 )\* 1ST AVE S @ SW 325TH ST

Priority-High King County

-Intersection / Operational Improvement

T/HOV-43

(STATE)

From: S. KING CO. LINE
To: S. SEATTLE C/L
Distance:20.50 Miles

Washington State Dept. of Transportation
—Multi-Corridors Transit Alternatives

T/HOV-44

SR-99
From: S. 348TH ST
To: S. SEATTLE C/L
Distance:16.80 Miles

Washington State Dept. of Transportation

—Monitor Demand and Study Transit/

(STATE)

-- Monitor Demand and Study Transit/ HOV Feasibility **T/HOV-68** 

**OV-68** (\$ 50,000)

S 348 ST From: SR-99 To: I-5

Distance: 0.50 Mile King County

—Monitor Demand and Study Transit/ HOV Feasibility

### **New Construction**

New construction of a roadway on a new alignment.

## Major Widening and Reconstruction

The addition of travel or turn lanes to an existing facility thus resulting in an increase in vehicle capacity. While the existing pavement will in part be salvaged, costs usually include reconstruction or resurfacing the existing pavement, curb, gutter, and sidewalks.

### Minor Widening and Reconstruction

Widening of existing travel lanes, but no increase in the number of travel lanes. These improvements usually involve construction of sidewalks, paved walkways or shoulder areas for bicycle and pedestrian travel.

## Intersection/Operational Improvements

Widening at intersections for turn lanes; installation of signs, markings, signals; interconnection of signals; and improvements that enhance traffic flow or improve sight distance.

#### Miscellaneous

A wide variety of projects including pathway and shoulder improvements, landscaping, and drainage improvements.

## PARKS AND OPEN SPACES

# '75 PLAN BASED FEDERAL WAY'S PARKS, RECREATION NEEDS ON ACRES PER CAPITA FORMULA

Federal Way is a young community consisting mainly of young families and single family homes. At the present time, the needs are predominantly for recreation facilities that will serve young children and their relatively young parents. In the future, there will be an increasing demand for facilities and activities to serve the teen-age and adult group. The special needs of the elderly and handicapped must also be recognized.

Urban population concentrations in the area are now localized in plat development, particularly north of Southwest 320th Street and west of the I-5 freeway. The southeast portion of Federal Way is sparsely developed and is not expected to grow rapidly. The principal area anticipated to be developed within a short-range period is that of the West Campus neighborhood.

As man crowds closer together in an urban society, the need for recreation areas becomes more urgent. The desire for creative play, exercise, solitude and leisure activities in an urban community must be satisfied by parks and open space areas. Providing a balance between correctly designed parks, recreational features, and natural areas to serve the needs of every group is the responsibility of the County.

The Federal Way area has opportunities that are unique and not always present within other King County areas. These are its natural heritage of saltwater frontage and freshwater lakes, its views of the Sound and the Green River Valley, its abundance of large stands of trees and many steep slopes and ravines (generally unsuitable for development) that provide an opportunity for greenbelt and related recreational usage. The area still has potential for much residential and related urban-type development, therefore opportunities for park acquisition and recreational use should be prized while still available. Such a plan is already underway through the Forward Thrust bond program. It is the County's intent that all funds currently allocated to the Federal Way area be retained there to the extent feasible and that further needs and opportunities be identified for future acquisition and development. The specific goals, policies, objectives, and programs outlined are based on the findings presented as well as contributions from the citizens of Federal Way. These serve as a guide for the park/recreation portion of the Federal Way Community Plan.

### **Findings**

### 1. People to be Served

- a. In 1970, the population of Federal Way Community Plan study area was approximately 52,000 (including a small portion within the cities of Kent and Auburn).
- b. The average family size was 3.74 persons with Federal Way having the highest proportion of children between five and thirteen years of age of any area in the County.

c. Two-thirds of wives were employed; over one-fourth of these had children under 6 years of age. These working wives contributed to the average family income of \$12,200, well above the County average of \$10,600.

## 2. Growth Characteristics

- a. The population growth during the 1960-70 decade within the Federal Way School District (which made up the larger part of the study area) increased 237%, from 14,000 to 48,000 persons; enrollment growth during the same period of 346% at the high school level and nearly as much at the elementary level.
- b. Total Federal Way School District enrollment in 1970 was 16,262 pupils in public schools with another 366 in three private schools.
- c. Over 18,000 persons are planned to be accommodated in the West Campus development, a residential community developing west of Pacific Hwy S., between SW 320th and 348th Streets.
- d. Overall growth in the community is forecast by the Puget Sound Governmental Conference to reach 73,000 persons by 1980 with an increase to approximately 132,000 by the year 2000, less than 30 years away. A total population of at least 150,000 three times the present population, can be accommodated within the study area according to present development standards.

## 3. Existing and Needed Park/Recreation Areas

- a. Over 900 acres of land are owned by public agencies within the study area which can be considered as being currently used or potentially available for park/recreation purposes.
- b. If the state parks (which are intended for regional use primarily) and undeveloped lands are excluded from the total available, only about 230 acres are currently usable or being developed for the everyday recreation needs of the present population. This is a ratio of 4:5 acres per 1,000 population as compared with a minimum need for 10 acres usable and developed acreage per 1,000 population (exclusive of regional parks).
- c. Assuming that the Federal Way Middle Plan should be directed towards at least the next 6-year capital improvement period, presently adopted standards in the King County Comprehensive Plan show that the following amount of additional acreage should be acquired and developed in order to meet 1980 population requirements (figures derived from tables in Appendix A and C).

## 1980 Plan Requirements

	Number of Acres		
Facility Type	Desirable new Acquisition	Desirable New Development	
Major Urban Park Community Park Community Playfield Neighborhood or Local Mini-Park Neighborhood Playground Other Types (such as recreation	110 31 None 57 None	140 91 None* 81 26	
trails, saltwater parks, and athletic fields)	106	173	
Total Acre	es 304	511	

\*Except for improvements to existing partially developed playfields.

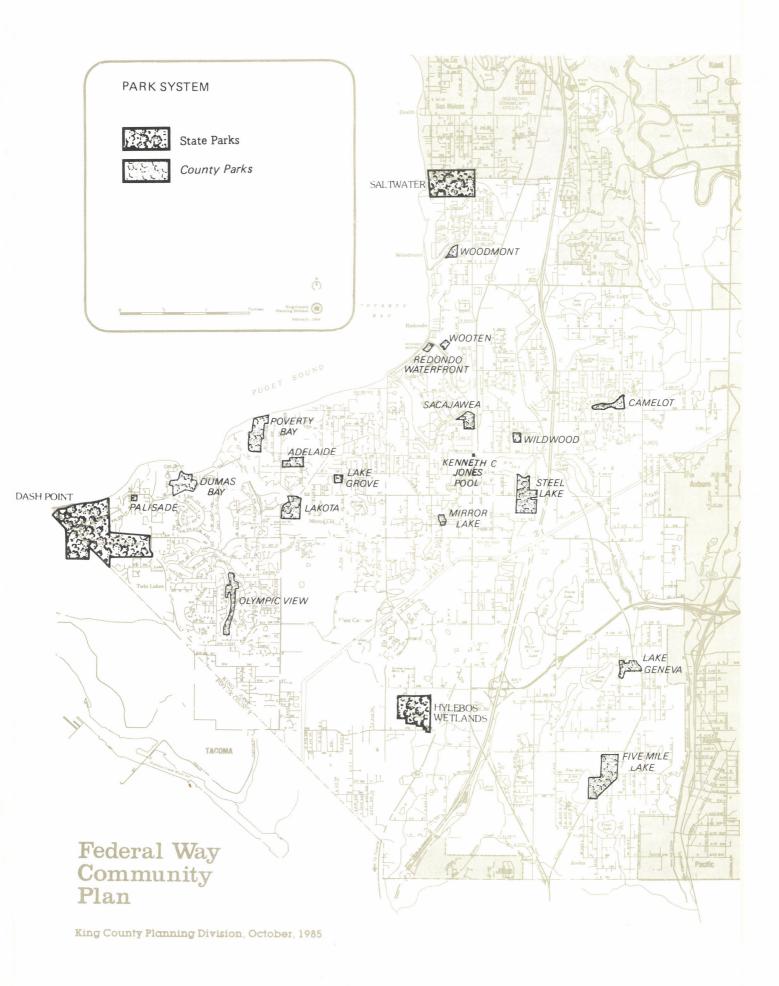
- d. Projects scheduled in the Forward Thrust bond issue for Federal Way but not yet started or completed include the following:
  - (1) additional acquisition of acreage at Five Mile Lake Park, a major urban park facility, (See Appendix B for this and other development concepts),
  - (2) acquisition and development of a park at Redondo Beach,
  - (3) acquisition and development of a large community park,
  - (4) acquisition and development of eight neighborhood park sites (two of which have been acquired as recently as January, 1974),
  - (5) Marine View Drive scenic drive which has been eliminated and the reallocation of the money originally intended for development of drives is being reviewed on a Countywide basis.
  - (6) boat launch ramp, originally scheduled for 20th Place SW, which has been eliminated from consideration at that location, and may be applied in a more appropriate location.
  - (7) development of Dumas Bay saltwater park (8) completion of Sacajawea Community Park.
- e. Comparing the above projects with the needs indicated in Item c, it is apparent that these alone will not be sufficient to meet current, let alone 1980, needs. (In the Community Council opinion survey taken in March, 1971, 56% of respondents reported a need for more public parks and playgrounds.) Some additional local park and trail acreage will be provided by reason of open space park lands dedicated in plats and planned unit developments.
- f. The Federal Way outdoor team sports organizations are reporting difficulty in conducting adequate programs for the people of their community. The reason for this is two-fold: 1) growth in the number of teams in the past five years has been substantial, baseball and softball teams increased from 157 in 1970 to 216 in 1974, over 37%, an even greater increase of 46% was experienced by soccer and football, which grew in number from 136 teams in 1970 to 199 teams

lined up for the fall, 1974, season. The addition of girls' and adult teams in recent years has accounted for much of the increase. 2) The number of fields available for these sports has remained relatively constant over this period. The pressure is particularly great on the six available senior and junior high school sites, to the extent that fields can be scheduled for League games only, with none available for practice or make-up games.

- g. There are some athletic field facilities for general community use and industrial team play in Federal Way. The Federal Way High School Stadium is used entirely for school functions.
- h. Outdoor swimming beaches are located in Steel Lake and Five Mile Lake parks. These areas receive heavy use from people outside as well as within the community. Beach use at Steel Lake was over 23,000 in 1973, an increase of 9,000 in 2 years. Total park attendance increased from 46,000 to over 62,000 persons in the same period. Other private swimming beaches open to the public in the area are at Star Lake (a very small resort), Lake Geneva, and Surprise Lake in Pierce County. The recently opened Federal Way swimming pool helps to meet year-round swimming needs. Apparently, some saltwater swimming occurs on County owned tiedlands at Redondo Beach. Residents still report a need for additional outdoor swimming beaches.
- i. The State Department of Game operates public freshwater boat launch ramps for fishing on the following lakes: Lake Fenwick, Star Lake, Lake Dolloff, North Lake, Lake Killarney and Lake Geneva. It appears that residents are well served by these facilities as crowded conditions are reported only on "opening day" in the spring.
- j. There are no saltwater boat launch ramps in the Federal Way area and only one privately-operated boat lift facility, at Redondo. The land configuration and lack of shoreline access combine to make the provision of launching ramps very difficult along this stretch of Puget Sound.
- k. There are no public play golf courses in Federal Way. However, the Northshore Golf Course, located just south of the Federal Way area in Pierce County is open to the public, and the Green River (Auburn) and Enumclaw Golf Courses are reasonably convenient to Federal Way residents. The Twin Lakes and Belmor developments have their own private golf facilities. Present citizen input indicates no need for a publicly owned golf course in the area.

### 4. Existing and Needed Indoor Recreation Facilities and Programs

- a. Schools and the multi-purpose room at the Federal Way Library are the only public indoor recreation facilities available in Federal Way.
- b. The King County Division of Parks operates recreation and performing arts programs at a number of schools as well as a senior citizens' program at a local church. The County has a Recreation Services Director now located in the Federal Way area to coordinate these programs. The King County Arts Commission is responsible for bringing certain cultural and arts programs to Federal Way. Currently, the County also operates a swimming program for the physically disabled at the Federal Way pool.



- c. There are few commercial recreational enterprises and no YMCA in Federal Way. The closest ice-skating rink is at Five-Corners in the Highline district.
- d. School facilities cannot be used for daytime recreation programs by non-school users; school facilities are limited or inadequate for certain types of desirable community programs (inadequate or non-existent stage facilities, craft rooms and equipment, for example).
- e. There are no public theater facilities. Most existing facilities are inadequate for programs attracting large groups of people. Some cultural programs available to other communities are reported to not be held in the Federal Way are due to lack of adequate facilities. In the Community Council opinion survey (1971), 40% of respondents expressed a desire for theater (stage) facilities and another 31% for arts and crafts as their highest priorities for cultural activities.
- f. There are no public indoor, night-lighted tennis, handball, squash, or similar types of courts in Federal Way. Based on a minimum standard of 1 tennis court per 2,000 population, the Federal Way area should have had 26 tennis courts in 1970; 16 exist at the present time, but all are on school grounds which limits public use. A few may be provided this year from funds allocated in the 1974 buget for a relatively small number of courts throughout the County.
- g. There is no facility to hold and display historical artifacts; a place or park site is needed for these with a setting in keeping with their vintage and value.

## PLAN'S POLICIES STILL VALID IN 1986

The 1975 plan's policies are still valid and therefore retained in this plan.

### **General Recreation Policies**

- Goal: PROVIDE DESIRED RECREATIONAL FACILITIES IN FEDERAL WAY FOR ALL AGE GROUPS.
- FW #132 Provide recreation space and programs to meet local needs proportional to the population of each part of Federal Way, with recognition for the special needs of particular age groups.
- FW #133 Provide appropriate consideration to accommodating the needs of the handicapped and elderly.
- FW #134 Integrate and connect parks, schools, playgrounds and other recreation facilities wherever possible with linear recreation trails and walkways so that the public can safely and, with enjoyment, circulate throughout the community from one place to another.
- FW #135 Develop recreation facilities in such a way as to:
  - a. enhance natural beauty of the site;

- b. minimize pollution whenever possible,
- c. demonstrate ecologically-sound practices through construction methods employed.
- FW #136 Regional access to Dash Point and Saltwater State Parks in Federal Way shall be improved and, to the extent feasible, additional access to saltwater should be accommodated in future plans since Federal Way is one main access point for inland communities.
- FW #137 Provide some flexibility in design and development of park and recreation facilities in order to accommodate the changing needs of a changing population.
- FW #138 Conduct periodic reevaluation of the needs of the population to determine the recreation needs of the community.
- FW #139 Encourage private development interests to design and build projects with a park-like atmosphere.
- FW #140 Require maximum recreation space in residential PUD's; be sure it is truly useable and available to subdivision residents.
- FW #141 Do not acquire park sites that require inordinate expenditures of public funds in order to make the sites usable.
- FW #142 Identify sites that have strong park potential, with strict attention to site suitability and cost.
- FW #143 Encourage semi-public and private groups to provide recreation space and programs to meet local and areawide needs.
- FW #144 Motorcycles, trailbikes, motorbike and other similar vehicles shall be prohibited from places not specifically designated for their use.

### **Neighborhood Recreation Policies**

- Goal: PROVIDE NEIGHBORHOOD RECREATION FACILITIES WITHIN 1/4 TO 1/2 MILE WALKING DISTANCE OF EACH URBAN RESIDENTIAL CONCENTRATION.
- FW #145 Cooperate with the local school district, community and sports associations in providing and programming active neighborhood facilities.
- FW #146 Coordinate County efforts with community associations and neighborhood residents in acquiring, developing and maintaining local park space. Such local park space may consist of a single neighborhood park site (normally from 3-5 acres in size) or may be in the form of dispersed mini-parks located to serve segments of the larger neighborhood area.
- FW #147 County Park Division recreation programs shall be provided for all ages on a year-round basis, as funding allows with increased emphasis on summertime activities. These programs shall be at locations that conveniently serve

school attendance areas.

## Implementation Objectives

Acquire neighborhood park sites according to general community-stated priorities provided to the County.

Current Status: Two neighborhood park sites, Federal Way #7 (Lake Grove) and Federal Way #1 (Woodmont), have been acquired, 6 additional sites, Camelot, Olympic View-Brigadoon, Mirror Lake, Adelaide, Lakeland and Wildwood-Laurelwood, are in the 1974 C.I.P. in accordance with the expressed community priorities.

Develop Neighborhood park sites in accordance with neighborhood citizen input.

Current Status: Preliminary Project Report for Federal Way #7 (Lake Grove site) complete; project in Division of Architecture for design and development - 5 sites funded for development in 1974 C.I.P.

Determine additional neighborhood park land requirements which need to be met either through plat land donations or outright purchase.

Insure that sites required by the County as a condition of subdivision, PUD or rezone approval are usable and turned over to County in a rubbish free condition for immediate neighborhood use.

Where feasible encourage individuals and groups to participate in development and maintenance of County-owned park and recreation sites in accordance with standards acceptable to the County.

Recommendation: Provide Division of Youth Affairs with sufficient funds and staff to help organize these groups.

Protect the existing natural character of already attractive park sites; capitalize upon and enhance nature study possibilities and wildlife habitat features.

Parks Division should cooperate with the school district, community and sports associations to develop suitable vacant school sites as active recreational areas.

Water-retaining lands in the Hylebos and Green River drainage areas should be retained as parks. They should be located in conjunction with housing concentrations and near areas already platted for development if not under a PUD.

## **Community Recreation Policies**

- Goal: PROVIDE COMMUNITY RECREATION FACILITIES WITHIN 1 TO 2 MILES WALKING, BICYCLING, OR DRIVING DISTANCE OF SUBURBAN RESIDENTIAL NEIGHBORHOODS.
- FW #148 All plat approvals should have adequate provision for bicycling and pedestrian travel.
- FW #149 Cooperate with the local school district and sports associations in providing and programming active recreation areas for all age groups.
- FW #150 Schedule adult team play at locations other than schools to the extent possible in order to avoid conflict with school and community programs.
- FW #151 Community park space may be provided adjacent to the active sports playfield, as supplementary space for use by family groups not engaged in team play, or at other locations with special park-like features or attractions (such as a swimming beach).
- FW #152 Indoor space and facilities should be provided for the community in order to serve the year-round, full time cultural, recreational and arts and crafts interests of all age groups.
- FW #153 Provide local access to saltwater beaches wherever feasible. Where sites are small, such as street ends, the design should consider the protection of adjacent residences.

### Implementation Objectives

Ensure that the \$443,000 currently allocated for acquisition of a Community Park site in Federal Way be spent in Federal Way in accordance with community stated priorities.

The County should acquire, rent or lease an existing facility to serve as a temporary community activities center; in particular, consider the use of buildings recommended by the community.

Retain the 20th Place SW street end on Puget Sound (commonly known as Adelaid Beach) for local community use.

Acquire, develop and operate as many community swimming facilities as possible on local lakes in the Federal Way area to accommodate the projected population without undue environmental impact either on the natural resource or the residential environment and without adversely affecting the health and welfare of the user.

### **Area-Wide Recreation Policies**

Goal: PROVIDE MAJOR PARK AND RECREATION FACILITIES DESIGNED TO SERVE THE ENTIRE FEDERAL WAY POPULATION AND WHICH WILL CAPITALIZE

## UPON THE UNIQUE NATURAL FEATURES AVAILABLE AND MEET THE SPECIALIZED NEEDS OF ALL POPULATION SEGMENTS.

- FW #154 Park and recreation facilities should be provided by the County and/or private developers in and adjacent to the urban center of Federal Way to complement the existing and future business/high-density residential complex in the area and to provide special facilities not available elsewhere in the community. These could include elements of urban landscaping, park/plaza development, mini-parks, and special recreation facilities such as ice-skating rinks and handball courts.
- FW #155 A major theater/cultural arts complex should be provided within the Federal Way area either by private, semi-public or public funds or some combination of these.
- FW #156 Major athletic facilities for adult and industrial team play, as well as areawide sports competitions, should be provided for the Federal Way area in one or more locations. Certain types of central facilities, such as tennis centers, squash and handball courts, should be enclosed and lighted or have future potential for maximum year round use. Semi-public and private agencies should be encouraged to provide such facilities.
- FW #157 Existing areas attracting area-wide usage, such as major swimming beaches, should have supplementary activity areas and facilities provided in a park-like setting.
- Freshwater boat launch areas are considered to be adequate in Federal Way for now and the foreseeable future. No location within Federal Way is considered suitable for saltwater launching of trailered boats (small hand-carried boats may be feasible under certain conditions where automobile access and parking is near). The recommendation of the PDC Public Facilities Committee in their Report on Boat Launching Facilities (March 1973) pertaining to Location Policies, Development Policies and Boat Launch Facility Design Criteria should be used for assessing any future boat launch areas in Federal Way.
- FW #159 Because Federal Way is unique in having both saltwater shoreline and freshwater lakes in abundance, capitalize on this opportunty by acquiring as much waterfront as possible for area-wide use.
- FW #160 Acquire and protect examples of saltwater marsh, wetlands, wooded and streambank area that have recreational value for limited public access for purposes of nature study, visual relief from an urban environment and for protection and observation or wildlife habitat.
- FW #161 Recreation trails linking major park/recreation facilities should be provided throughout the community in a manner that will not be disruptive to residential privacy.
- FW #162 Provide facilities for all-terrain vehicles, motorcycles, motorbikes and similar vehicles in areas within the County that are suitable for that use and not planned for residential development. No areas within Federal Way are considered suitable for that purpose. A County-wide committee should be

established for investigating this program on a regional basis.

- FW #163 Viewpoints with related parking and picnic facilities should be provided where accessible to the general public.
- FW #164 Provide a Heritage Park site where historical buildings may be placed and cooperate with interested individuals and groups to maintain them.

## Implementation Objectives

Design and provide limited access and development and protection for the natural systems of Dumas Bay saltwater park.

Poverty Bay Saltwater Park - Provide trail through park and access to beach as soon as funding is available; coordinate with development of Marine View corridor concept.

Redondo Beach - In accordance with community interests, acquire and develop a beachoriented park within the limitations of available funding. Plan for future additional waterfront development, coordinated with an overall Redondo neighborhood plan, as additional funds can be made available, and as population growth warrants.

Steel Lake Park - Develop overall design concept for park including future park expansion in keeping with community input and its important location central to the total Federal Way community area, i.e., early development of tennis courts and a simple jogging trail at this site.

Determine the suitability of the Federal Way sanitary fill site adjacent to I-5 for use as an athletic field for the nearby developing industrial area. Coordinate the retention of the site with the Public Works Dept.

As the central business district of Federal Way develops, initiate planning for appropriately designed, pedestrian-oriented, park/malls to connect Steel Lake Park with Pacific Highway South and to retain and enhance view corridors.

Initiate planning for a linear "chain of lakes" park/ trail concept, linking all or many of the small lakes east of the I-5 freeway between Star Lake to the north and Five Mile Lake to the south.

Plan for expansion in the future of Five Mile Lake Park to encompass the area along the lake between the present park and the existing senior high school site.

Initiate planning for a future wetlands/ wildlife area encompassing small ponds east of Pacific Hwy. S in the proximity of S 364th Street.

Initiate planning with State Parks Department to lease or operate day camp on portion of Dash Point State Park property; one alternative would be to acquire property for this purpose adjacent to the state park.

Investigate the possibility of leasing an existing building for a community theater/cultural arts center.

#### **OPEN SPACE**

Open space in Federal Way becomes an increasingly important resource as the land available is progressively converted from vacant to urban and suburban uses. The proximity of open space of all types increases the quality of life and value of property because open space is an amenity per se; it enhances surrounding development and the lives of people who live near it.

The space needs for a community are not absolute; there are no standard allocations for open space either in the city or the suburbs. It is a simple imperative, however, that the more open space that can be acquired before development occurs, the better the opportunity to avoid sprawl, to add to the enjoyment of life and quality of environment, to buffer noise and reduce sameness in development.

### **FINDINGS**

- 1. Land in open space categories equals 2,486.6 acres (approximately 10% of the total land in the study area). (Appendix E)
- 2. Land in Federal Way which comprises usable open space is fairly evenly distributed throughout the community and includes steep slopes, wetlands, parks which are acquired and/or developed, dedicated recreation space from large subdivisons, unbuildable sites in drainage-way systems, and open space areas for which individual and corporate owners have applied for tax relief.
- Open space parcels in Federal Way can be easily placed into configuration that resemble corridors, well-suited for a trail system, with a high potential for linking developed recreation facilities which could be used as rest and recreation stops.
- 4. There is local interest in development of open space for active and passive uses.

## **DEVELOPMENT CONCEPTS**

The guiding principle for open space in Federal Way will be that all types be preserved, used and developed for maximum benefits to all factions of the population. The translation of now-vacant or by-passed lands into open space per se will be consistently made with an eye to improving the quality of the environment and increasing amenities in the community.

Goal:

OPEN SPACES AS DEFINED IN THE COMPREHENSIVE PLAN SHOULD BE PRESERVED FOR THEIR BEAUTY AND THE VISUAL OR PHYSICAL ACCESS TO VIEWS OR RECREATION SPACE WHICH THEY PROVIDE. NATURAL SYSTEMS AND NATURAL FEATURES RECOGNIZED FOR THEIR UNIQUENESS AND FRAILITY WILL BE PROTECTED FROM URBAN DEVELOPMENTS DISRUPTIVE OR THEIR NORMAL FUNCTIONING OR PURITY OR WHICH WOULD DRASTICALLY ALTER THE SURROUNDING CONDITIONS NECESSARY FOR THEIR SURVIVAL.

## Open Space Policies

- FW #165 Keep open spaces evenly distributed throughout the study area to ensure relief from intensive urban and suburban developments, and to provide visual and physical space.
- FW #166 Treat open space in all its variety of forms as a valuable community resource. Encourage multiple uses of open space when the uses and terrain are compatible and each use has sufficient area. Preserve visual open space, considering it of value in and of itself.
- FW #167 It is desirable to establish trails over easements on privately owned land for which open space tax relief has been granted.
- FW #168 Keep existing access points to lakes.

## Implementation Objectives

Notify adjoining cities, towns and counties of the intent of King County and the Federal Way community to preserve and fully utilize open space areas so that such open space bordering other governmental units' plans will not be jeopardized.

Enforce plat open space criteria so that sites accepted by the County are usable and turned over to the County in a natural condition.

Connect open spaces with a trail system whenever possible.

Purchase some developed shorelines and land around existing lakes and peat bogs to increase public access, use and enjoyment.

## **UTILITIES**

## COMPREHENSIVE PLAN POLICIES GUIDE THE PROVISION OF UTILITIES

King County Comprehensive Plan policies found in its facilities and services chapter guide providing utilities in Federal Way. The policies are on pages 141-148 in the Comp Plan and in this plan's Appendix B.

Comprehensive Plan policies require facilities and services be provided to support Federal Way's new development. More specifically they guide the location and timing of utilities such as sewer and water service.

In addition, local and state policies and regulations guide utility systems' planning and development. They include:

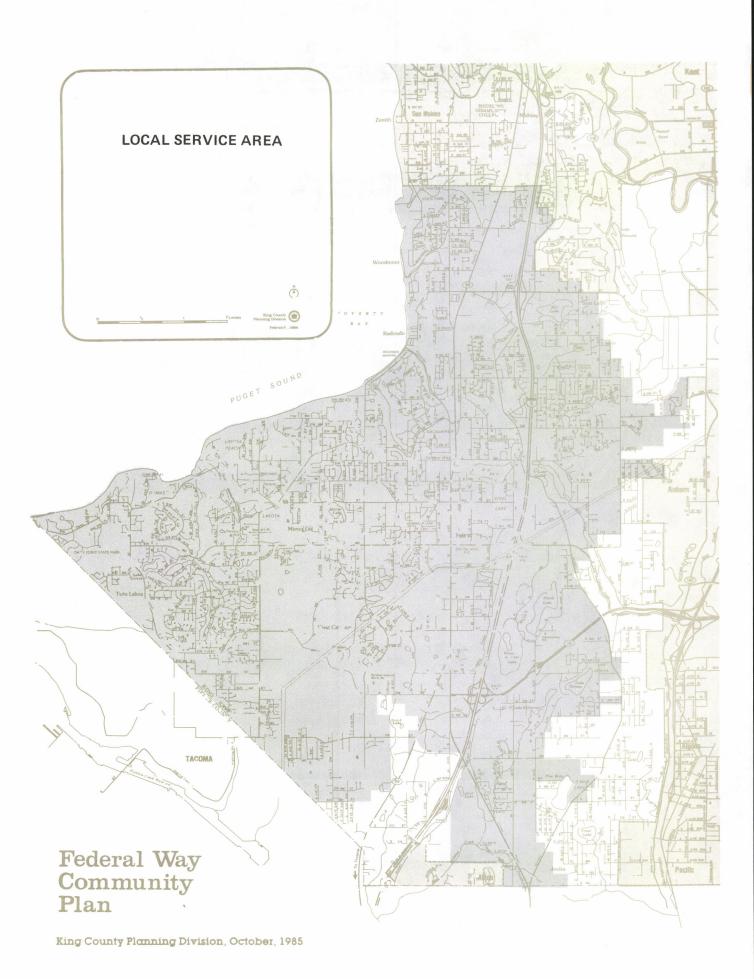
- King County Sewerage General Plan (SGP), adopted by King County Ordinance #4035;
- King County Board of Health Rules and Regulations governing on-site sewage disposal systems and Class III and IV water systems;
- King County Code, Title 13 (Water and Sewer Systems), Title 17 (Fire Code) and Title 19 (Subdivisions);
- King County Comprehensive Solid Waste Management Plan;
- State rules and regulations of the State Board of Health regarding public water systems; and
- Revised Code of Washington, Chapter 56 (Sewer Districts) and Chapter 57 (Water Districts).

## 1975 PLAN'S POLICIES GOVERNING UTILITIES STILL VALID

The Federal Way Community Plan's policies governing utilities are still valid, eleven years after their adoption.

- FW #169 Discourage blight by proper collection and disposal of garbage and refuse.
- FW #170 Maintain property values by correct and adequate utility services and facilities.
- FW #171 Make installation of all utilities an opportunity to increase amenities in the community through undergrounding, landscaping, etc.
- FW #172 Contribute to the stability of developed areas through adequate and proper installation of utilities.
- FW #173 All possible steps should be taken to correct pollution conditions.
- FW #174 Review new development requests in light of existing and projected truck utility installations.

- FW #175 Sewer and water trunk lines will only be allowed to run through define open space areas when service connections to the open space land are precluded and the land is not assessed for the utility improvements.
- FW #176 Water quality, quantity and rate of runoff within a drainage should approximate conditions relating to the quality and quantity of water prior to development. Require that the quality, quantity and rate of rainwater runoff from the industrial and office park sites approximate that which would occur if the site(s) were left in an undeveloped state. When several property owners agree to join together and provide a combined water drainage-retention system to control water runoff quantity, quality and rate, they shall be permitted to do so provided their plans receive Division of Hydraulics approval.



### PUBLIC HEALTH AND SOCIAL SERVICE FACILITIES

# FEDERAL WAY'S URBANIZATION INCREASES DEMAND FOR SOCIAL, HEALTH SERVICES

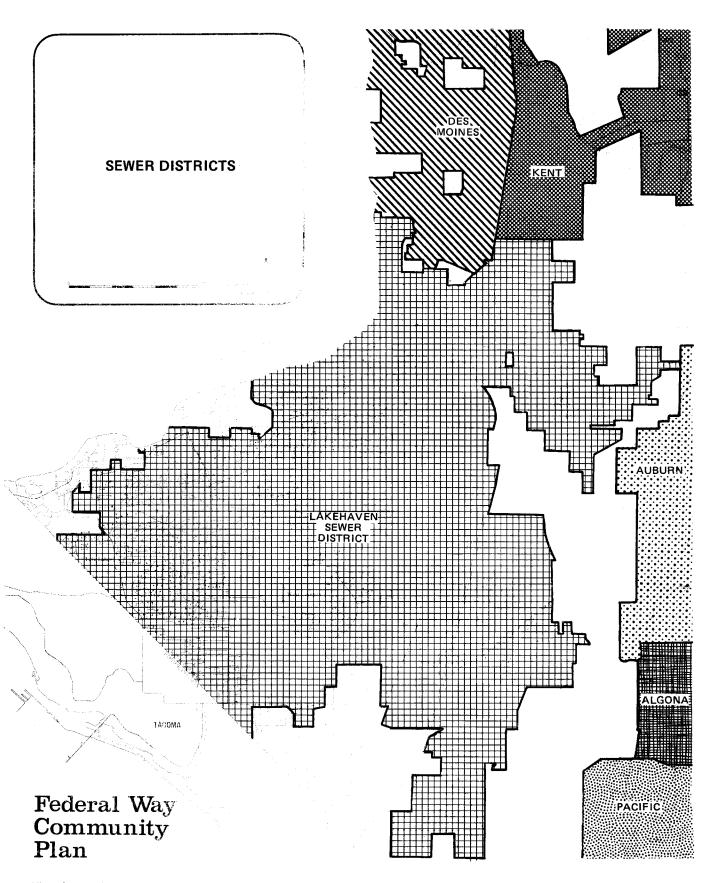
Public health and social services have not received much attention in Federal Way until recently. Because the average age of Federal Way residents is lower than the average age of all King County residents, there has not been great demand for these services in Federal Way. When the community's residents required social and health services, they drove to Seattle, Tacoma or nearby communities.

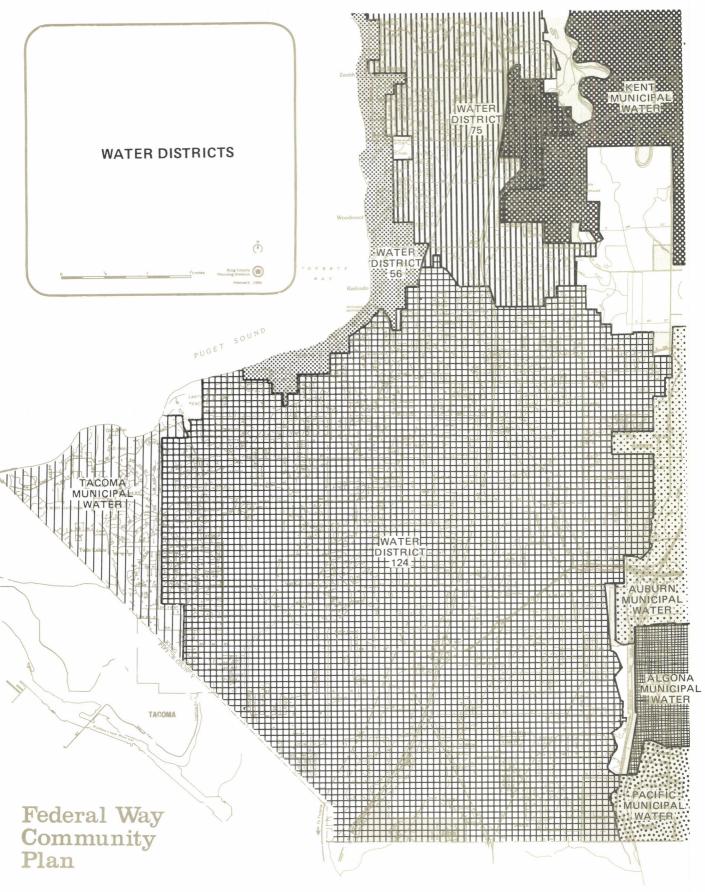
But over the last decade Federal Way has become an urban center. Growth has resulted in more health and social problems. Today these facilities are receiving greater attention in Federal Way as the demand for them grows.

## 1975 PLAN'S SOCIAL, HEALTH SERVICES POLICIES REAFFIRMED

The Federal Way Community Plan's existing policies about social and health service facilities were reaffirmed in 1986 and therefore listed here.

- FW #177 King County, in cooperation with the state and federal governments, shares a responsibility for public action on the health and social sesrvice needs of Federal Way's residents.
- FW #178 Provide the community with the information, advice and manpower necessary to establish and encourage desired social services and health organizations.
- FW #179 Encourage community members to seek representation on the policy-making boards and working committees of county, regional and state health and social service organizations.
- FW #180 Encourage the community to support public and private health and social organizations which are contemplated for the community.
- FW #181 Zoning matters related to health and social service facilities should be reviewed in order to establish additional facilities where appropriate.
- FW #182 Zoning matters related to particular health and social service facilities should be reviewed to insure that they are consistent with established standards for comprehensive, accessible health and social services.





## **AESTHETICS AND IMAGE**

## POLICIES' INTENT IS PRESERVING, ENHANCING FEDERAL WAY'S BEAUTY

This chapter's policies' goal is preserving and enhancing Federal Way's beauty as the community further develops. Precious resources, such as the Hylebos Wetlands system and Federal Way's lakes, streams and shoreline, along with scenic views of Puget Sound and Mt. Rainier, should be protected. The policies below reflect King County's and Federal Way residents' desire to preserve and enhance these resources and views while allowing development.

- FW #183 Preserve and create new opportunities for views and vistas from and within the Federal Way community.
- FW #184 Encourage landscaping and appropriate natural visual screening for all developments.
- FW #185 Development along the freeway should provide appropriate landscaping.
- FW #186 Preserve and enhance well-known landmarks and historic sites.
- FW #187 Every effort should be made to create a community image embodying the natural and man-made characteristics which are an integral part of Federal Way.
- FW #188 Use the community's image as expressed by local residents as a basis for aesthetic and design decisions when building roads and locating and designing new public facilities, public and semi-public buildings and other public projects.
- FW #189 Preserve the aesthetic qualities of existing tree-lined streets and roads and encourage the coordinated planting of street trees.
- FW #190 Retain scenic routes, open space or hiking trails where possible in and between neighborhoods.

## WEST CAMPUS NEIGHBORHOOD PLAN POLICIES REITERATED

This chapter incorporates into Federal Way's Community Plan the West Campus Neighborhood Comprehensive Plan, adopted by the King County Council December 11, 1972.

West Campus contains 1600 acres west of Federal Way's Central Business District (CBD), east of First Avenue Southwest, south of Southwest 320th Street and north of Southwest 356th Street.

The following policies and development concept map make up the West Campus Neighborhood Plan.

- FW #191 Some form of conditional zoning should be used in each phase of the development in order to preclude excessive zoning commitments to high intensity uses, in order to provide a continuous level of community understanding and involvement and to furnish sufficient detail to consider internal circulation and urban design factors.
- FW #192 The community business center proposed for First Avenue Southwest and Southwest 336th Street shall be restricted to community level shopping facilities.
- FW #193 The development of the industrial and office property immediately east of the proposed community business center shall be restricted to uses which are primarily non-commercial centers of employment, such as manufacturing park and business offices which are part of the general employment base for Federal Way.
- FW #194 Housing should be available for all levels of income in this development, as well as in others of the area, to encourage employment of a non-discriminatory basis.
- FW #195 The neighborhood business centers proposed on First Avenue Southwest shall be restricted generally to the level of Convenience Business Centers as defined in the Comprehensive Plan.
- FW #196 The access to the Convenience Business Center at the intersection of Southwest 348th and First Avenue South shall be restricted to First Avenue South. This activity shall be appropriately screened from the intersection. The southerly portion of the area proposed for this center should be devoted to professional and/or multifamily residential uses. Further business growth at the major thoroughfare intersection should be discouraged.
- FW #197 All business areas shall provide for open space, landscaping and public areas located and developed in such ways as to enhance the design quality of the Campus as a whole as well as the business areas.

FW #198 A comprehensive drainage plan for the West Campus Property must be developed by the owner and approved by King County prior to the issuance of any building permits, consistent with the previous PDC policy recommendation which provides that "Water quality, quantity and rate of run-off within a drainage basin should approximate conditions relating to the quality and quantity of water prior to development." If the property is to be developed in parcels, the plan in turn shall account for the staging and provide bonding for each phase and those areas affected by that phase to assure plan follow-through.

Hybelos Creek could be subject to frequent and possibly severe floods if adequate provisions are not made for storm water control. The storm control problems are an important part of the development plans for this site, with the projected development of the office-industrial complex.

- FW #199 If the storm water drainage plan provides for a system of drainage swails and recharge areas, appropriate easements shall be provided and provisions made for operation and maintenance.
- FW #200 The sewer disposal system in the development shall provide treatment services consistent and compatible with county, state and federal regulatory standards.
- FW #201 The education sites within the development must be in accordance and consistent with the King County Comprehensive Plan and the master plan of the Federal Way School District.
- FW #202 Standards of development of First Avenue South from 320th to South 348th and South 336th from Pacific Highway South to 21st Avenue Southwest shall include such devices as landscaped median strips, pedestrian crossing, signals, turning lanes, street trees, street lights, and underground power telephone-television lines.
- FW #203 All streets within West Campus shall be fully developed and incorporate urban utilities such as sewer, water, street lighting and sidewalks, as requird. No half streets shall be permitted regardless of phasing of development.
- FW #204 A system of movement of pedestrian and non-motorized vehicular traffic within the property must be formulated for King County approval as an element of the West Campus Plan.
- FW #205 Development Concept Map: The following map indicates only the general location and form of the principal land uses within the West Campus Property portion of the Federal Way Area.

The preceding policy statements shall be used to evaluate zoning reclassifications, planned unit developments and other land use controls applied within the West Campus Area.

## JOVITA IMPROVEMENT PROPOSAL ADOPTED WITH PLAN'S 1980 REVISION

The 1980 Federal Way Community Plan Revision Committee recommended an Improvement Plan be developed for the Jovita and Jovita Heights Additions. The Improvement Plan should address transportation, parks and recreation, housing rehabilitation, drainage and sewage disposal systems. The committee also recommended the King County Planning Division apply for Housing and Community Development Block Grant (CDBG) Funds to accomplish this project. The following contains a discussion of the existing conditions, the problem and a recommended solution.

## **Existing Conditions:**

The southeastern portion of the Federal Way Community Plan area includes the Joyita and Jovita Heights Additions. These subdivisions were created in the early 1900's and include approximately 5000 small lots (each lot contains 4800 square feet) arranged in a grid pattern. The lots are considerably smaller than the minimum size designated for this area by the Federal Way Community Plan or required by zoning. Yet these are legal building lots because they were created prior to the adoption of the zoning or the Community Plan; they are therefore nonconforming lots. If owners of these lots can meet health regulations (adequate water and sewage disposal) and zoning setback requirements, they have a legal right to develop them. At this time, the majority of the lots within the Jovita subdivisions have not been built upon. Currently, the Jovita area has not been approved for sewer service by the King County Council, septic systems are used for waste water disposal. There is evidence that individual septic systems are an inadequate method for sewage disposal within the Jovita area, since some property owners have been unable to obtain necessary approval to install them. This has occurred because the lots are smaller than the minimum required for septic systems and/or the soils have failed to drain adequately. Thus, some owners within the Jovita area have lots which they are unable to develop.

There are only a few roads within the Jovita subdivisions and their condition is generally poor. Some lots are not served by roads and owners have bulldozed pathways to obtain access.

The original subdivisions did not establish open space or recreational areas. Five Mile Lake Park has been developed on the western edge of the Jovita area and is the only public park within this portion of Federal Way.

### Problem:

The inability of property owners to obtain the required approval to install individual septic systems has stopped growth within the Jovita and Jovita Heights Additions. Access to sewers or an acceptable sewage disposal alternative could fundamentally alter this situation; lots that currently cannot be built upon would become developable. The area's other problems, i.e., inadequate roads and lack of park and recreation facilities, could then be compounded. The Jovita community may become blighted unless wise decisions are made which address the issues of development potential and corresponding needs.

### Recommended Solution:

The concern has been how to address the Jovita area's identified problems without totally changing its character. The Federal Way Community Plan Revision Committee recommended implementing both of the following distinct facets:

- 1. Reaffirm the existing low density designation of the Federal Way Community Plan and adopt RS-15,000 zoning for the area containing 4800 square foot lots. The feasibility of the low density designation of the Community Plan and RS-15,000 zoning category stems from an investigation of ownership patterns within these subdivisions. It showed many property owners possess contiguous lots. (Within the Jovita subdivisions, approximately 490 persons own two adjacent lots, 290 persons own three adjacent lots, and 380 persons own four or more adjacent lots.) The RS-15,000 zoning category would require persons owning contiguous lots to combine them in order to obtain building permits. Thus, a person owning three 4800 square foot lots would combine them, developing them as a single parcel. This would not preclude a person with a single 4800 square foot lot from building on the site, if health and zoning setback requirements are met, since the lot's nonconforming status would remain. The effect of this zoning category would be to create diverse lot sizes within the Jovita area and to lessen possible impacts on schools, roads, parks and social services.
- 2. No portion of the Jovita or Jovita Heights Additions should be approved as a local sewer service area unless an improvement plan has been developed for the entire area, or at least for the portion proposed for sewer service. Community involvement is an essential aspect of any future Jovita Improvement Plan. Residents, property owners and King County should work together to develop a plan which is compatible with the Federal Way Community Plan and addresses the following area needs:
  - a. Transportation, including recommended projects to meet identified needs;
  - b. Parks and recreation, including recommended projects to meet identified needs,
  - c. Housing rehabilitation, including proposals to meet identified needs;
  - d. Drainage problems, considering alternative methods to meet identified needs; and
  - e. Sewage disposal systems, considering alternative systems and financing strategies to meet identified needs of low and moderate income persons.

## **APPENDICES**

### APPENDIX A

### **GENERAL RECOMMENDATIONS - 1980**

The Federal Way Community Plan Revision Committee identified Countywide issues outside the scope of the revision process which were included as general recommendations.

- 1. It is recommended that King County develop a tool that will allow development to be phased so that services can keep pace and be more effectively coordinated with population growth. The concept of development timing should be incorporated into a commitment of public investment to accommodate growth. This will provide public control over the timing of development of vacant land through planned public capital investment. Services that should be considered are waste disposal (sewers and septic tanks), water, schools (facilities and capacity), parks, roads and fire service.
- 2. It is recommended that King County adopt legislation requiring developer contributions to the public costs of development by levying a fee, or a tax, to help finance needed public improvements within the Federal Way Community Plan area. A construction tax and a real property conveyance tax should be considered.
- 3. It is recommended that King County adopt an ordinance revising the present program which required dedication of open space in residential developments. The ordinance should allow the County to accept a fee-in-lieu of dedication, at the County's option, for all residential development, including apartments.
- 4. It is recommended that King County strengthen its systems for assuring adequacy and accessibility of public facilities as a condition for plat approvals, up-zoning, and local sewer service extensions.
- 5. It is recommended that the Parks and Recreation, and Public Health and Social Service Facilities Sections of the Federal Way Community Plan be updated and strengthened. These sections should include an assessment of the adequacy of existing facilities and should recommend community priorities and projects designed to meet the identified need.
- 6. It is recommended that King County develop and adopt an ordinance which would allow the County to accept a fee so that critical land parcels could be purchased, or preserved, as a means to control drainage/runoff.
- 7. It is recommended that King County strengthen policies and regulations where existing policies do not afford adequate environmental protection. Specific examples include the protection of aquifer recharge areas and control over the routing of utilities through sensitive areas, such as wetlands.
- 8. It is recommended that King County develop and enforce design and performance standards for environmentally sensitive areas during the construction process and subsequent operations.
- 9. It is recommended that King County develop and adopt legislation to protect natural vegetation from excessive destruction during the construction process.

- 10. It is recommended that King County examine the process and procedures of the ULID system, identifying problems and advocating changes in state laws. Problems noted by the Revision Committee are:
  - a. The formula used in forming ULIDs favors property owners with large holdings.
  - b. Property owners of land excluded from service by plan policies should be excluded from casting votes for those area in the ULID formation process.
  - c. Land owners who do not want sewers should be exempt from assessments.
- 11. It is recommended that King County strengthen its efforts to integrate sewer and land use planning so that the availability of sewer service does not determine density.
- 12. It is recommended that King County amend its zoning ordinance and comprehensive plan so that it is not mandatory that sewered subdivisions, situated within RS-15,000 or SR(15,000) zoning categories, have sidewalks, curbs and gutters.
- 13. It is recommended that King County develop and adopt legislation to preserve and protect historic sites which meet national, state or county standards. It is further recommended that inventories of existing and potential historic sites be completed as soon as possible.
- 14. It is recommended that King County promptly develop, in concert with community members, a complete transportation plan for the Federal Way Community Plan.
- 15. It is recommended that King County develop and adopt legislation to allow development of property on a "zero lot line" basis, so long as the total density of the parcel is consistent with the community plan, applicable zoning and building code requirements. A 75 foot setback of natural or landscaped vegetation must be provided between such development and the closest neighboring residential property line, and at least 50 percent of the land must be retained in natural or landscaped vegetation. If environmentally sensitive areas exist within such a site, it could be incorporated within the above 50 percent.
- 16. It is recommended that King County identify parcels of land in the core areas of Federal Way which are most suitable for residential and commercial development and devise a program for encouraging their development in preference to outlying area of the community.

## SPECIAL RECOMMENDATIONS - 1986

1. Some policies in the updated Federal Way Community Plan contain requirements exceeding the King County Code. Multifamily housing policy FW 40, commercial development policies FW 72 and industrial development policies FW 96 and FW 97 all require landscaping beyond that required by the County's Landscaping Ordinance. These policies recognize increased landscaping is needed in urban areas to minimize developments' effects upon surrounding neighborhoods.

The Planning and Community Development Department recommends:

- a. The County Council change the Landscaping Ordinance to be consistent with the requirements of Federal Way Community Plan policies FW 40, FW 72, FW 96 and FW 97 in similar urban areas; and
- b. Once those changes are adopted, these four Federal Way Community Plan policies be repealed.
- 2. Federal Way has grown from a suburban to an urban area. But the number and quality of pedestrian and bicycle facilities falls short of those found in other urban areas. Richard K. Untermann, author of Accommodating the Pedestrian: Retrofitting Neighborhoods, and his students at the University of Washington studied pedestrian access in Federal Way. The results of their work are outlined in a report titled Improving Pedestrian Safety and Accessibility in Federal Way, Washington. This study served as the basis for many pedestrian-related development conditions in the proposed area zoning. Some of the report recommendations could not be incorporated within the scope of this plan update, but can be addressed through other county projects. The Planning and Community Development Department and Citizen Advisory Committee strongly encourage King County to:
  - o Adopt a Bicycle and Pedestrian Access Plan as an integral part of the transportation plan. This plan should be prepared by professionals with experience and background in pedestrian planning.
  - o Encourage more transit use, provide increased pedestrian connections to transit facilities. Also provide amenities at each bus stop such as benches, shelters and information boards.
  - o Provide safe and direct pedestrian and bicycle access between all residential neighborhoods, schools, parks, shopping and work places.
  - o Provide thorough pedestrian access both east-west and north-south in every type of future development. This eliminates the traditional insular type development and allows pedestrians to move from project easily.

In addressing pedestrian access, this plan focuses on the future. Pedestrian facilities can be provided from this time on, but that leaves gaps in the system. Much of Federal Way is already developed and developed property that lacks pedestrian facilities becomes a barrier. The following special recommendation is vital in order to realize the goal of a continuous, safe pedestrian network.

- o King County should pursue ways to upgrade pedestrian facilities in developed areas. This could include community development block grants, special improvement districts and capital improvements.
- 3. An important feature of the proposed Federal Way Community Plan Update is providing a balance between residential and employment growth. This will increase stress on Federal Way's internal road system. Encouraging transit ridership is a viable way in an urban area to reduce traffic congestion.

To further this goal, METRO has improved service within Federal Way and is continually re-evaluating routes to keep pace with the demand. This plan also proposes better pedestrian access throughout the community which will make transit riding easier and safer. To more aggressively promote transit use the Planning and Community Development Department recommends the following:

- In urban areas, the County should develop the means to promote transit ridership and ridesharing by requiring a transportation management program for each major employment center (i.e. office parks, high-rise office buildings, industrial plants). Elements of such a program could include preferential parking for carpools and vanpools, transit pass subsidies and hiring a transportation coordinator to implement the program. METRO is currently developing a model ordinance that, if adopted by King County, would provide the vehicle necessary to promote transportation management plans.
- 4. The Citizen Advisory Committee made the following four recommendations relating to parks and recreation:
  - a. The goals of the 1975 plan remain valid and should be implemented.
  - b. The King County Executive and Council should adopt a funded Parks, Recreation and Open Space Comprehensive Plan.
  - c. A Parks and Recreation Board should be created.
  - d. The maintenance budget should implement the maintenance standards set by the King County Parks Department.

The Committee's report is reprinted beginning on the next page.

5. The Federal Way Community Plan Update Citizen Advisory Committee recommends to the County Council that the road adequacy standards be amended so level-of-service E, not F, is the level at which multifamily building permits are denied.

#### APPENDIX B

(From the 1985 King County Comprehensive Plan)

## UTILITIES

Utilities include all lines and facilities used to distribute, collect, transmit, control, or dispose of water, storm water and sanitary sewage, solid waste, electricity, petroleum products and information (telecommunications). Most King County utilities are operated by special-purpose districts and private companies, although the County provides some local sewage collection and manages solid waste disposal for all jurisdictions within its boundaries. The County's responsibility for utilities provided by other agencies ranges from managing their use of public rights-of-way to defining their geographic service areas (for example, through the Sewerage General Plan).

This section contains policies to guide King County in operating its own utilities, allocating public funds for utilities, approving or denying private development proposals, and reviewing and regulating utility services and facilities provided by other public agencies and the private sector. This section also provides a general framework for utility functional plans, including those prepared by other entities as well as King County. The cities, Metro and special purpose districts are encouraged to use the Comprehensive Plan in preparing their own plans and capital improvement programs.

Functional plans will define required service levels for Urban, Transitional and Rural Areas (for example, minimum water flows for fire protection). Where applicable, the County or appropriate city or special purpose district will provide facility improvement standards, specify current and potential funding methods, and schedule facility maintenance as well as construction through capital improvement programs.

## A. General Approach

- F-301 Utility special district comprehensive plans and proposals should support and be consistent with land use plans.
- F-302 Utilities should be designed, located and constructed to avoid significant adverse environmental impacts and to protect valuable environmental features.
- F-303 Where utilities are inadequate to serve existing development in Urban Areas, necessary improvements should be provided. Utility capital improvement programs should give priority to improving systems with significant inadequacies.
- F-304 Utility providers, including cities and special districts, should plan eventually to serve urban uses and densities throughout all Urban Areas, as well as those portions of Transitional Areas where interim uses and service needs are at or near rural levels but community plans have determined that urban densities will be appropriate in the future.
- F-305 In Rural Areas and Resource Lands, standards and plans for utility service should be consistent with long-term low-density development and resource industries. Utility facilities that serve Urban Areas but must be located in Rural Areas (for example, a pipeline from a municipal watershed) should be designed and scaled to serve the Urban Areas primarily.
- F-306 Whenever possible, utilities should make joint use of utility rights-of-way. Underground utilities should be grouped together and easily accessible for maintenance, repair and additions.

- F-307 Above-ground utility installations should be designed and located to minimize unsightly views and environmental impacts. Power and telephone poles should be as far from right-of-way centerlines as possible.
- F-308 Power and telephone wires should be installed underground where feasible, particularly in newly developing and high-density areas.

## **B.** Water Service

King County residents get water either from wells and springs or publically owned supply systems that draw on the rivers in eastern King County. Planning for water supply is particularly complex because many agencies share the same sources. Directing water from upstream areas limits downstream users; drawing on groundwater supplies may lower private wells or lake levels and stream flows. Facilities operated by cities, utility districts, private companies and community associations distribute water. The largest water system is operated by the City of Seattle, which also wholesales water to many utility districts. More than 1,000 other entities also distribute water, and numerous wells serve only one household.

King County has a compelling interest in a safe and adequate water supply to support existing development and expected growth. Federal and state laws, however, govern water quality standards, and cities and independent utility districts are responsible for engineering, building, and operating public water supply systems.

F-309 Service level standards for water supplies should assure water quality, adequate domestic supplies and urban fire flow levels in Urban Areas, urban portions of Transitional Areas and in Rural Activity Centers. Rural Area service level standards must assure water quality and domestic supply, and fire flow consistent with low rural residential densities.

As growth occurs in unincorporated Urban and Transitional Areas, utility districts expand their system capacity, and in many cases annex new territory to meet the need for public water. Utility district water purveyors should use land use plans to gauge the amount and location of future service demands.

- F-310 Water districts should design system improvements and plan future annexations based on the following factors:
  - a. In Urban Areas, appropriate portions of Transitional Areas, and Rural Activity Centers, adequate capacity to accommodate planned land use intensities;
  - b. In Rural Areas outside Rural Activity Centers, the planned area-wide low residential densities and rural uses; and
  - c. In all cases, coordination with cities and Rural Activity Centers which provide water service.

- F-311 In Rural Areas outside Rural Activity Centers, a decision to provide municipal water to a local geographic area in a Rural Area through a utility district, as opposed to use of community systems or individual private wells, should be based on the following criteria:
  - a. The area has been committed to district water service through previous County approval of a district comprehensive plan; or
  - b. A developer extension to the water system will be paid for only by new development, and is economically feasible with no increase in planned densities; or
  - c. Water quality problems that threaten public health exist which can best be solved by district service; or
  - d. Water quantity problems exist which can best be solved by district service.

The location of certain farmlands with respect to nearby Urban Areas may necessitate locating utility district water facilities in farmlands. See Chapter Seven, Resource Lands, for policies governing land uses and municipal/district annexations in Resource Lands.

King County's water resources are limited, despite its rainy climate and many lakes and rivers, because so many water uses compete for this supply. A conservation program that reduces water use is essentially another source of supply. Conservation also has secondary benefits such as increasing the effective capacity of sewer lines and treatment plants.

F-312 King County should encourage water purveyors to include conservation measures in their plans, as well as development of new sources, to support planned land uses with reliable service at minimum cost, and to assure maximum net benefit in allocating water for fisheries, navigation, hydroelectric power, and recreation, as well as municipal and industrial uses.

Conservation programs would be initiated and carried out by service purveyors such as Metro and the utility districts.

F-313 Public watersheds should be managed primarily for the protection of drinking water, but should allow for multiple uses, including recreation, when such uses do not jeopardize drinking water quality standards.

Policy F-313 applies to both use of the water supply (for example, power generation, flood control, support of fisheries) and the watershed's land area (for example, recreation, forestry).

## C. Sewage Treatment and Disposal

Adequate sewage treatment and disposal are essential to protect public health and safety, and to maintain high quality for all water resource users. King County's wastewater is treated by either public sewers or on-site systems. Public sewers convey wastewater to central plants operated by Metro and some sewer districts, where it is treated and released into Puget Sound; on-site systems treat and dispose of wastewater at or near its origin. The needs for sewer service, like other utilities, are different for Urban, Transitional and Rural Areas.

## **Public Sewers**

Public sewers can accommodate dense development and great quantities of wastewater. They are large, complex, expensive systems that become cost-effective only at urban densities. Because of their expense, the presence or absence of public sewers is a major factor in the ability of local areas to accommodate growth. The "local service area" (LSA) for public sewers defined in the King County Sewerage General Plan indicates where urban uses and densities are planned to have sewers. As such, the Sewerage General Plan's LSA helps phase growth in Urban Areas and guides near-term planning by Metro and the sewer districts.

- F-314 Public sewers are the preferred method for wastewater treatment for development in Urban Areas and Rural Activity Centers. All development within a local service area designated by the Sewerage General Plan should be served by public sewers, except as follows:
  - Existing development within local service areas served by on-site systems should be required to use public sewers in the event of system failure;
  - Portions of Urban Areas intended to remain at very low densities may be served by on-site systems if soil conditions will support their long-term use.
- F-315 Sewer facilities should be located in and serve only properties within the local service area designated by the Sewerage General Plan.

Figure F-2 at the end of this section illustrates the Sewerage General Plan's designated local service areas.

- F-316 Local service areas for sewers should be designated only in Urban Areas and Rural Activity Centers, including their agreed-on expansion areas. In designating or making boundary adjustments to a local service area, the following criteria should be applied:
  - a. Detailed land use plans and zoning for urban uses and densities support the proposed addition;
  - On-site wastewater disposal methods are not feasible for planned land uses and densities, or water quality is threatened by the presence or potential of health hazards resulting from inadequate wastewater disposal methods;
  - c. Potential adverse impact of sewers on nearby Rural Areas, Resource Lands and environmentally sensitive areas will be mitigated;

- d. Sewers are technically and financially feasible within the proposed addition;
- e. The proposed additional area can be served by gravity sewer into the existing local service area (but the sewering agency may use pressure lines if cost-effective); and
- f. There is sufficient treatment plant and interceptor capacity to serve all the existing local service area if developed to saturation, as well as the proposed additional area.

When the local service area boundary is expanded consistent with Policy F-316, the boundaries between Urban Areas and Transitional Areas also will be amended if coterminous. Some Urban Areas may be excluded from local service areas (for example, low-density residential areas or environmentally sensitive areas) or allowed to continue using on-site systems if water quality is protected. See Chapter Two, Plan Concept, for criteria for redesignation of Transitional Areas to Urban.

## **On-Site Wastewater Treatment**

On-site wastewater management systems are generally less costly than public sewers and can effectively prevent pollution if properly installed, operated and maintained on sites with good soils. However, soil and site conditions limit their value in most of King County, so most on-site systems can be used only in very low-density developments.

F-317 On-site systems should be used to treat and dispose of wastewater from uses on Resource Lands and in Transitional and Rural Areas. In Rural Activity Centers, community on-site systems or decentralized treatment systems may be used, depending on planned development.

Approved treatment technologies include septic tanks, aerobic treatment and composting toilets. These can be combined with approved disposal methods, which include absorption drainfields and mound or fill systems. King County's responsibility is to regulate, monitor, and enforce proper on-site wastewater treatment system installation and use. System design, operation, and maintenance are usually handled privately. King County regulates on-site systems to conform with rules adopted by the Washington State Department of Social and Health Services and the King County Board of Health.

- F-318 On-site wastewater treatment systems should be designed and located to protect water quality in lakes, streams, wells, and aquifers.
- F-319 New on-site system technologies may be used, when at least as effective as septic tanks and when approved by State and Local Health Agencies.

On-site treatment systems can function properly for a long time if they are adequately designed, built on suitable soils and used properly. Failures have often occurred because on-site systems have been designed as a temporary measure until sewers could be extended.

F-320 On-site wastewater treatment systems in Rural Areas and Resource Lands should be designed, built, and operated as permanent methods of sewage disposal.

In developed areas, certain pollutants in lakes, streams, and groundwater indicate that nearby on-site systems are not working. Other indications may include lush growth over the drainfield or surfacing effluent.

- F-321 Operation and maintenance standards should be established for all areas served by on-site systems. Special programs, such as frequent inspections and proof of pumping out systems, should be established in areas with a high risk of system failure.
- F-322 On-site systems located outside a local service area designated by the Sewerage General Plan that create health or pollution problems should be repaired or replaced. Provision of public sewers to these areas should be considered an option only in Urban and Transitional Areas and Rural Activity Centers.
- F-323 King County should monitor evidence of existing or potential on-site wastewater system failures and use the data to correct problems and prevent future problems.

In some cases, on-site system failure rates or constraints might be severe enough to warrant special zones or districts with more stringent requirements for design or maintenance, or even public management. Another method of overcoming system limitations would be collective on-site systems, in which two or more property owners share a treatment device, drainfield or both, provided that adequate system management is assured.

- F-324 Collective on-site systems may be used only in the following circumstances in Rural Areas and Resource Lands:
  - a. Existing development is experiencing area-wide system failures; and
  - Management of the collective system will be by an authorized public agency;
  - c. The collective system does not make urban densities (for example, on nonconforming lots) feasible on sites with soils inadequate to support individual systems.
- F-325 Collective on-site systems may be used in Transitional Areas where clustering provides large undeveloped tracts that can be used for the collective system. The collection lines to each building site should be laid out for eventual inclusion in a public sewer system, when feasible. Management of the collective system must be by an authorized public agency.

## D. Solid Waste

King County's system of solid waste management governs refuse at every stage, including storage, collection, transfer, resource recovery and disposal. Most solid waste is collected, taken to transfer stations for recycling or temporary storage, or taken directly to landfills.

Transfer stations and landfills are operated by King County, the City of Seattle, and private companies. Private companies collect garbage in most areas of the County. Since subscription to a garbage collection service is not required in unincorporated areas of King County, residents may take their own refuse directly to recycling centers, transfer stations or landfills.

Adequate solid waste management is essential to public health and environmental protection; state law delegates responsibility for adequate solid waste management to local governments. Solid-waste management follows the regional King County Comprehensive Solid Waste Management Plan adopted by King County pursuant to R.C.W. 70.95. Also, the King County Health Department regulates all solid waste disposal by public or private agencies and by individuals.

- F-326 Solid waste should be handled and disposed of in ways that minimize land, air and water pollution, and protect public health.
- F-327 Management of solid waste should take a regional approach in planning for needs, facilities and services.

Most solid waste is buried at landfills. However, annual refuse tonnage in King County has increased with population growth, and the suitable landfill sites are limited. Also, much of the refuse is paper, wood, and metal, which could be reused rather than buried. Burning garbage to produce energy may be technically and economically feasible. In addition, rising prices for once unwanted materials are an incentive to recycle them. Voluntary recycling by individuals and businesses can be encouraged by locating recycling centers in or near transfer stations and in business areas.

F-328 Recycling and energy recovery systems should be encouraged when they can meet environmental standards because they extend the life of landfills and regain useful materials.

Solid waste transfer stations and landfills are regional facilities, the location of which is governed by the general policies at the beginning of this chapter.

## E. Surface Water Management

The management and control of stormwater has become more crucial as more of King County's land area is covered with impervious surfaces (streets, parking lots, buildings) due to urbanization. The purpose of surface water management is to minimize water quality degradation, flooding, erosion and attendant property damage in Urban and Transitional Areas. In King County, surface water management will be addressed through a public utility that develops functional plans, operates and maintains regional and area-wide facilities, and through improvement standards applied to individual private development projects. (See Chapter Four, Environment and Open Space, for detailed policies on protecting water resources.)

- F-329 Surface water management should use and protect natural drainage systems wherever possible.
- F-330 A watershed approach should be taken to surface water management, with responsibility shared between King County and incorporated cities within a watershed.
- F-331 Watershed basin plans should provide for multiple use -- including recreation, fish and wildlife enhancement, flood protection, erosion control and open space.

F-332 Regional and area-wide stormwater facilities should be funded through an adequate and equitable set of user charges on contributing and benefiting properties. Stormwater facilities required of new development should be designed and built for low-cost, long-term maintenance.

## F. Energy and Telecommunications

Private sector utilities and broadcasters provide most King County residents with energy (electric power and natural gas) and telecommunications (telephone, radio and television). Many large generation and transmission facilities (for example, large power lines and pipelines) are regional facilities subject to federal or state law. Local distribution, transmission, and reception facilities, however, are the responsibility of King County to regulate in order to safeguard public health and safety, and to control aesthetic impacts.

- F-333 Energy and telecommunications distribution and transmission facilities (for example, substations, pump stations, major power lines and pipelines, transmission/reception towers) should be located in industrial areas and Resource Lands when possible. They should be located in residential areas (either urban or rural) only when necessary.
- F-334 King County's siting decisions for energy and telecommunications facilities should be based on the following factors:
  - a. Minimal health risk to residents of neighboring properties, whether from noise, fumes, radiation or other hazards;
  - Minimal visual impacts, achieved with buffering through distance and/or landscaping;
  - c. For power lines and transmission/reception towers, no adverse impact on aviation traffic patterns; and
  - d. Convenient access to an arterial (may not be needed if the facility is automated).

Policy F-334 will be implemented through a discretionary permit process that allows careful consideration of community impacts as well as energy and telecommunications system needs.

## **ZONING CODE SYNOPSIS**

## Chapter 21.08 RS Residential Single Family Classification

Provides an area for single family dwellings and townhouses at urban densities and other related uses which contribute to a complete urban residential environment. These other uses, churches, schools, libraries, etc., ere considered competible with single family residential uses.

#### RS 5000 - Dimensional Standards

min, lot area: 5,000 sq. ft. \* min. lot width: 40 feet lot coverage: 35 percent

front yard: 20 feet, key & transitional lots may be reduced to 15'

side yard: 5 feet

rear yard: 5 feet for dwelling units

height: 30 feet; non-residential buildings may be increased by 1' for each foot of additional side yard to a maximum

### **RS 7200 - Dimensional Standards**

min, lot area: 7,200 sq. ft.\* min. lot width: 60 feet

front, side & rear yards; height & lot coverage same as RS 5000

### RS 9600 - Dimensional Standards

min. lot area: 9,600 sq. ft.\* min. lot width: 70 feet

front, side & rear yards; height & lot coverage same as RS 5000

### RS 15,000 - Dimensional Standards

min. lot area: 15,000 sq. ft.\* min. lot width: 80 feet

front, side & rear yards; height & lot coverage same as RS 5000

\*NOTE: In new subdivisions within the RS zone, clustering of lots and townhouses are permitted, provided the average

## Chapter 21.18 SE Suburban Estate Classification

Provides an area permitting uses and activities more rural, e.g., horses, private stables, chickens and agricultural crops, than is practical in the more concentrated urban areas.

### SE - Dimensional Standards

min. lot area: 35,000 sq. ft. min. lot width: 135 feet lot coverage: 35 percent residential building setbacks: front yard: 30 feet side yard: 10 feet rear yard: 10 feet

height: 35 feet except for agricultural buildings

## Chapter 21.19 SC Suburban Cluster

Permits uses and activities more rural in character than practical in the more concentrated urban areas. Provides flexibility in individual lot size while maintaining a long-term low density character.

### SC - Dimensional Standards

Minimum lot area/minimum lot area per dwelling unit: 10 acres except may be reduced through subdividing or short

Lot dimensions/coverage/height/limits/yards/open space:

parcels over five acres: same as "A" except in multiple lot subdivision and short subdivision

parcels of five acres or less: same as SE except in multiple lot subdivisions and short subdivisions.

Lots in multiple lot subdivisions and short subdivisions: same as nearest comparable RS classification lot area and provided on-site sewage disposal requirements can be met. If public sewers are available, the minimum lot size shall be 9600 square

#### Densities in multiple lot subdivision:

- Parcels less than five acres: one dwelling unit per acre provided that lot clustering is used to avoid inclusion of sensitive areas in building sites.
- Parcels with five or more acres: one dwelling unit per acre with lot clustering and the provision of and open space 2 or "reserve" tract greater than or equal to 50% of the site.

## Chapter 21.20 SR Suburban Residential Classification

Provides for the orderly transition of areas from a suburban to an urban character. Within this classification small scale and intensive agricultural pursuits may be mixed with developing urban subdivisions.

#### **SR Dimensional Standards**

lot area: in areas for which there is an adopted community plan, the minimum required lot area may be reduced from 5 acres when consistent with a community plan density policy and with dimensional standards, whichever requires the larger lot size. 7,200 or 9,600 sq. ft. with sewers, water, paved streets, curbs, drainage.

15,000 sq. ft. with approved sewege disposal system, paved streets and walkways.

min. lot width: 330 ft. unless platted

min, lot width: 330 ft, unless platted front yard depth: 30 ft, unless platted side yard depth: 10 ft, unless platted rear yard depth: 10 ft, unless platted

lot coverage: 36%

height: 30 ft. except for accessory buildings

## Chapter 21.22 A Agricultural Classification

Preserves agricultural lands and discourages the encroachment of urban type development in ares which are particularly suited for agricultural pursuits.

#### A . Dimensional Standards

min. lot area: 10 acres min. lot width: 330 feet lot coverage: 60 percent

height: 35 feet except for agricultural buildings

Residential buildings setbacks: front yard: 30 feet side yard: 10 feet rear yard: 10 feet

### Chapter 21.24 G General Classification

Regulates the use of land in areas generally undeveloped and not yet subjected to urban development pressures to prevent the improper location and intrusion of business and industrial uses.

#### G - Dimensional Standards

min. lot area: SE uses 35,000 sq. ft., SR uses 5 acres, A uses 10 acres

min. lot area /dwelling unit: 35,000 sq. ft. for single family

min, lot width: 135 feet

Residential building setbacks: front yard: 30 feet side yard: 10 feet

rear yard: 20 feet for dwelling units height: 30 feet except for agriculture buildings

#### Chapter 21.21 GR Growth Reserve

Provides for limited residential growth adjoining existing supporting public facilities but reserves large tracts of open land for possible future urban or suburban growth.

#### GR - Dimensional Standards

min. lot area; min. lot area/dwelling unit: 20 acres except that the area may be reduced through subdivision or short subdivision and lot clustering; and except that lots containing 2-10 acres prior to the application of the GR-5 zone (or 2-5 acres prior to the application of the GR-2.5 zone) may be short subdivided to create one additional lot.

max. densities in subdivision and short subdivisions:

GR-5: one dwelling unit per five acres with lot clustering and provision of a reserve tract greater than or equal to 75% of the total site.

GR-2.5: one dwelling unit per 2.5 acres with lot clustering and provision of a reserve tract greater than or equal to 65% of the total site.

In any GR zone, min. lot size of the building sites must be sufficient to meet on-site sewage disposal requirements.

Lot dimensions flot coverage height limitations and building setbacks: conform to the requirements of the nearest comparable RS or S zone.

## Chapter 21.16 RM 900 Maximum Density Multiple-Dwelling Restricted Service Classification

Establishes areas permitting the maximum population density and also permits certain uses other than residential, e.g., medical, dental, social services and certain professional offices.

#### RM 900 - Dimensional Standard:

min. lot area: 7200 sq. ft. min. lot width: 60 feet

lot coverage: 60 percent for residential uses front, side & rear yards: same as RM 2400

permissible floor area: two times the area of lot; does not apply to dwelling units if the only use on the lot

lot area/dwelling unit: 900 square feet

height: 35 feet. Height may be increased 1' for each additional foot of side yard.

#### Chapter 21.25 G-5 General; Five Acres

Provides for an area-wide rural character and prevents premature urban development in areas without adequate urban

min. lot area: five acres except that parcels containing 2-10 acres prior to application of the G-5 zone may be short subdivided to create one additional lot, provided that on-site sewage disposal requirements can be met on both lots. min. lot dimensions: depth-to-width ratio no greater than 4-to-1.

height: 35 feet except for agricultural buildings

residential building setbacks: front yard: 30 feet side yard: 10 feet

#### Chapter RT Residential, Townhouse

Provides for townhouses (single family dwelling attached by common side walls) either on individually platted lots or on a commonly held site, in a residential environment.

#### **RT - Dimensional Standards**

min. lot area per dwelling\*\*: varies from 1600 to 3600 sq. ft. lot coverage: 50% for townhouses, 35% for detached dwellings

side yard: 5 feet for townhouses at end of row

front and rear yards: front 25 ft. rear 20 ft.; front and rear yards may vary by 10 ft., provided each lot has a total of 45 ft. of front and rear yards.

lot coverage: 50% structures, 15% imprevious surfaces

height: same as RS, except that when rows of townhouses are arranged east-to-west, the southerly row's height and rear

setbacks must allow a 20 degree sun exposure plane to reach the base of the northern row of townhouses.

\*\*NOTE:

lot clustering is allowed in the RT zone provided the average allowable density is not exceeded.

## Chapter 21.10 RD 3600 - Two-Family Dwelling Classification

Permits limited increase in density while maintaining a family living environment.

#### RD 3600 - Dimensional Standards

min, lot area: 7200 sq. ft. min, lot width: 60 feet lot coverage: 35 percent

side vard: 5 feet

front yard: 20 feet; key & transitional lots 15 feet

rear yard: 5 feet for dwelling units

height: 30 feet. Non-residential buildings and structures may be increased by 1' for each foot of additional side yard to a

maximum of 50 feet.

## Chapter 21.12 RM 2400 Medium Density Multiple-Dwelling Classification

Establishes areas permitting a greater population density while maintaining a residential environment consistent with such density.

#### RM 2400 - Dimensional Standards

min. lot area: 7200 sq. ft. min. lot width: 60 feet lot coverage: 50 percent side vard: 5 feet

front yard: 20 feet; key & transitional lots 15 feet

rear yard: 5 feet for dwelling units lot area /dwelling unit: 2400 sq. ft.

height: 30 feet. Non-residential buildings and structures may be increased by 1' for each foot of additional side yard to a

maximum of 50 feet.

## Chapter 21.14 RM 1800 High Density Multiple-Dwelling Classification

Provides a higher density for the accommodation of those who desire to live in a residential atmosphere without the necessity of individually maintaining a dwelling unit.

#### RM 1800 - Dimensional Standards

min. lot area: 7200 sq. ft. min. lot width: 60 feet lot coverage: 50 percent

front, side & rear yards: same as RM 2400

lot area/dwelling unit: 1800 sq. ft.

height: 35 feet. Height may be increased 1' for each additional foot of side yard

## Chapter 21.26 BN Neighborhood Business Classification

Provides for shopping and limited personal service facilities to serve the everyday needs of the neighborhood. Dwelling units are excluded from this classification.

#### **BN - Dimensional Standards**

lot coverage: 100 percent height: 35 feet maximum

permitted floor area: not more than total lot area

## Chapter 21.26 BR-N Mixed Business - Residential Use, Neighborhood Scale

Provides for the location of mixed commercial (i.e., retail and office) and residential use projects, for increased diversity in opportunities for desirable housing, and increased vitality of neighborhood business areas

#### **BRN - Dimensional Standards**

min lot area: 2400 sq. ft.

permitted floor area: one and one-half times the square foot area of the buildable portion of the site; except projects that enclose all required parking may built two times the buildable square foot area of the site. lot width: 60 feet

height: no maximum, but when a building exceeds 35 feet in height the portion of the building above 35 feet shall be setback one foot from each property line for each foot of height.

## Chapter 21.28 BC Community Business Classification

Provides for the grouping of similar type enterprises including recreation, entertainment and general business activities, but excluding uses relying on outdoor sales. It is a further objective to concentrate a maximum variety of facilities as a contribution to the convenience of shoppers and patrons on a community-wide basis. Dwelling units are excluded from this classification.

#### **BC - Dimensional Standards**

lot coverage: 100 percent

permitted floor area: not more than 3 times lot area

height: 35 feet. Height may be increased 1' for each additional foot of side and rear yards.

## Chapter 21.28 BR-C Mixed Business Residential Use, Community Scale

Provides for the location of mixed commercial (i.e., retail and office) and residential use projects, for increased diversity in opportunities for desireable housing, and increased vitality of community business areas.

#### **BRC - Dimensional Standards**

minimum lot area: 900 sq. ft., except that mixed use developments which meet certain conditions may reduce lot area to 450 sq. ft.

permitted floor area: two times the square foot area of the buildable portion of the lot; except projects that enclose all required parking may build six times the square foot area of the buildable portion of the lot.

## Chapter 21.30 CG General Commercial Classification

Provides for the grouping of enterprises which may involve some on-premise retail service but comprised primarily of those with outside activities and display or fabrication; assembling including manufacturing and processing in limited degree. These uses, if permitted to locate in strictly on premise retail and service areas, would introduce factors of heavy trucking and handling of materials that destroy the maximum service and attraction of strictly retail areas. With the exception of trailer parks, dwelling units are not permitted.

#### **CG** · Dimensional Standards

lot coverage: 100 percent

permitted floor area: not more than 3% times lot area

height: 35 feet. Height may be increased 1' for each additional foot of side and rear yards.

## Chapter 21.32 ML Light Manufacturing Classification

Provides for the heavier general commercial uses and for industrial activities and uses involving the processing, handling and creating of products, research and technological processes as distinguished from major fabrication. These uses are largely devoid of nuisance factors, hazard or exceptional demands upon public facilities or services.

#### ML - Dimensional Standards (except adjacent to R or S zones)

lot coverage: 100 percent

permitted floor area: not more than 2% times lot area

height: 45 feet. Height may be increased 1' for each additional foot of side and rear yards.

## Chapter 21.34 MP Manufacturing Park Classification

Provides for industrial areas of high standards of operational development and environment. Standards of intensity of use and standards of external effects which will minimize traffic congestion, noise, glare, air and water pollution, fire and safety hazards are established in this classification.

## MP - Dimensional Standards

street property line setback: 50 feet side and rear yard setback: 20 feet

permitted floor area: not more than 2% times lot area

height: 45 feet. Height may be increased 1' for each additional foot of side and rear yards.

See text of zoning code for detailed performance standards.

### Chapter 21.36 MH Heavy Manufacturing Classification

Provides for industrial enterprises involving heavy manufacturing, assembling, fabrication and processing, bulk handling of products, large amounts of storage, warehousing and heavy trucking.

#### MH - Dimensional Standards

lot coverage: 100 percent

permitted floor area: not more than 2% times lot area

height: 45 feet. Height may be increased 1' for each additional foot of side and rear yards

### Chapter 21.38 FR Forestry and Recreation Classification

Allows the development of forest land for the sustained production of forest products and the development of compatible uses such as recreation.

#### FR - Dimensional Standards

min. lot area for building site: 35,000 sq. ft. min. lot width for building site: 135 feet

front, side and rear yards: 20 feet height: 45 feet. Height may be increased 1' for each additional foot of side and rear yards.

## Chapter 21.42 QM Quarry and Mining Classification

Insures continued development of natural resources through inclusion of known deposits of minerals and materials within a zone reserved for their development and production and allows for the necessary processing of such minerials and materials.

#### OM - Dimensional Standards

min, lot area: 10 acres

front, side & rear yards: 20 feet except if adjacent to R or S zone

permitted floor area: not more than total lot area

height: 45 feet. Height may be increased 1' for each additional foot of side and rear yards.

See text of zoning code for detailed performance standards.

## Chapter 21.43 AOU Airport Open Use Classification

 Provides for economic uses and development of areas affected by major airports which are compatible with neighboring residential areas, designated open space areas and airport clear zone requirements.

#### AOU - Dimensional Standards

min, lot area (new lots): 1 acre

frim, for area (new lots). I acre lot coverage: ratio of 1 unit ground coverage to 5 units of total land area (20%)

height: 30 feet

street property line setbacks: 25 feet

#### Chapter 21.44 Unclassified Uses (Not a Zone)

Provides for uses possessing characteristics of such unique and special form as to make impractical their being automatically included in any zone. The authority for location and operation of these uses is subject to review and issuance of a use permit.

#### Chapter 21,46.060 Potential Zone

Recognizes the suitability of a location for a future type of use and the impractibility of precisely zoning the property until properly designed and planned.

#### Chapter 21.46,150 P Suffix - Site Plan Approval

The requirement for site approvals based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of rights-of-way, street improvements, screening between land uses, signing controls, height regulations or others to assure its compatibility with adjacent land uses as well as the community. All conditions stipulated as a result of an area zoning process or zone reclassification shall be reflected and/or included in the site plan submittal.

### Chapter 21.48 Zero-Lot-Line Provision

In subdivisions or short subdivisions within an R, S or G zone, yard and lot width requirements may be varied in order to make better use of the lots, by specifying a building envelope on the face of the plat. Structures on adjacent lots must maintain a distance of 10 ft. or share a common wall. Before a lot in subdivisions using this arrangement can be sold, a copy of the plat and explanation of this provision must be shown to the buyer.

### Chapter 21.56 Planned Unit Development (Not a Zone)

Permits flexibility within a zone that will encourage a more creative approach in the development of land than a lot-by-lot development with the result that a more efficient and desirable use of land is produced. A minimum area of 1 acre is required

#### Chapter 21.54.040 Flood Hazard Area

A hazardous situation may exist within an urban, suburban or rural area and in a residential, agricultural or industrial zone. No permit or license for structures of the development or use of land shall be issued by King County within a flood hazard area unless approved by the Manager of the Building and Land Development Division. Such approval shall be based on a review of the provisions set forth in the Chapter and the technical findings and recommendations of the Director of Public Works.

## APPENDIX D

	Introduced by: Bernice Stern ORDINANCE NO. 2401
1 2 3	AN ORDINANCE relating to comprehensive planning; adopting the Federal Way Community Plan as an augmentation of the Comprehensive Plan; under the provisions of Ordinance 263, Article 2 Section 3 and KCC 20.12.030.
4	PREAMBLE. The County Planning Ordinance 263, Article 2,
. 5	Section 3 provides that the Comprehensive Plan may be amplified
6	and augmented in scope by progressively including more completely
7	planned areas consisting of natural homogeneous communities,
8	distinctive geographic areas, or other types of districts having
9	unified interests within the total area of the County.
10	BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:
11	SECTION 1. The Federal Way Community Plan attached hereto
12	as Appendix A, as amended, and the Federal Way Community Plan Map
13	attached hereto as Appendix B are adopted as an augmentation of
14	the Comprehensive Plan for King County and as such they constitute
15	official County policy for the geographic area defined therein.
16	INTRODUCED AND READ for the first time this _ 34th day of
17	<u>march</u> , 1975.
18	PASSED at a regular meeting of the King County Council this
19	9th day of June, 1975.
20	KING COUNTY COUNCIL KING COUNTY, WASHINGTON
21	COUNTY, WASHINGTON
22	ATTEST:
23	7 - 7 0
11	Clerk of the Council
25	Approximation 1277
26	APPROVED this 12th day of, 1975.
27	The hand
28	King County Executive
29	

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ORDINANCE 2907

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AN ORDINANCE applying the Zoning Code, Resolution No. 30211, K. C. C. TITLE 21 to land in the southwest portion of King County known as Federal Way and amending Resolution No. 30211 for those same lands.

#### PREAMBLE:

In 1964, the County adopted a new Comprehensive Plan and began adopting official zoning maps in June, 1965, under a new zoning ordinance, text of which was adopted May 15, 1963. All of King County is now regulated by the new zoning code.

Federal Way was the first area to be studied for area zoning after the adoption of the King County Comprehensive Plan. Zoning maps were adopted in June, 1965, under Resolution No. 30211. The need to restudy the area had become evident by increasing number of zone reclassification requests.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY

SECTION 1. Previously adopted zoning for the area described under

Section 2, herein also known as Federal Way under the King County Resolution

No. 30211 is hereby amended.

SECTION 2. The zoning maps attached hereto for that portion of unincorporated King County described below are hereby adopted pursuant to the provisions of King County Resolution No. 30211, K. C. C. Title 21 and County Ordinance No. 263, K. C. C. Title 20:

Sections 14 through 17, inclusive, 20 through 23 inclusive, 26 through 28 inclusive, 32 through 35 includive, Township 22 North, Range 4 E. W. M. less county or state roads.

Section 2 through 11 inclusive, sections 14 through 23 inclusive, sections 26 through 35 inclusive, Township 21 North, Range 4 E.W.M. less county or state roads.

Sections 1, Township 21 North, Range 3 E.W.M. less County or state roads.

Sections 10 through 15 inclusive, sections 23 through 25 inclusive, Township 21 North, Range 3 E.W.M. less county or state roads.

SECTION 3. The area zoning guideline report for Federal Way described above is hereby adopted pursuant to the provisions of Ordinance No. 263, Section 2(b), Article 4 and K. C. C. 20.20.020 (b). For the purpose of identification, each of the maps for the above described area is numbered. For example, 14 - 22N, R 4 shall mean Section 14 Township 22 North, Range 4 E. W. M. INTRODUCED AND READ for the first time this \_\_\_ , 1976. PASSED this 27 day of September KING COUNTY COUNCIL KING-COUNTY, WASHINGTON ATTEST: King County Council APPROVED this day of DEEMED ENACTED WITHOUT COUNTY EXECUTIVE'S SIGNATURE, King County Executive 

'n

Introduced by \_\_\_

79 - 937

ORDINANCE NO. 4733

AN ORDINANCE relating to Planning; amending Ordinance No. 2401, Section 1 and K.C.C. 20.12.140, adopting the Revised Federal Way Community Plan, revising the Federal Way Sewer Local Service Area maps; and amending the Area Zoning Guidelines for Federal Way.

#### DDEAMRT.F

For the purpose of effective areawide planning and regulation, the King County Council makes the following legislative findings:

- (1) The Federal Way Community Plan, adopted June 9, 1975 by Ordinance No. 2401, augments and amplifies the King County Comprehensive Plan.
- (2) The Lakehaven Sewer District Comprehensive Sewer Plan was adopted November 9, 1977 by Ordinance No. 3484 subject to the condition that appropriate legislation be prepared "to clarify and resolve inconsistencies between area zoning, Motion No. 2844, the Lakehaven Sewer District Comprehensive Sewer Plan and the Federal Way Community Plan in order to ensure that the design and phasing of sewer service for areas encompassed by Motion No. 2844 is consistent with the Community Plan."
- (3) King County, with the assistance of the Federal Way Community Plan Revision Committee, affected public agencies and general citizen input, has studied alternative policies to provide for the orderly development of the portions of the Federal Way Community Plan subject to the revision. Social, economic and environmental impacts of the revised plan and revised areawide zoning were considered. King County has prepared and distributed an Environmental impact Statement for the Federal Way Community Plan Revision and revised areawide zoning.
- (4) The Federal Way Community Plan Revision and revised areawide zoning provide for the coordination and regulation of public and private development and bear a substantial relationship to, and are necessary for, the public health, safety, and general welfare of King County and its citizens.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. K.C.C. 20.12.140 and Ordinance No. 2401,

Section 1 are hereby amended to read as follows:

(1) The Federal Way Community Plan, attached to Ordinance No. 2401, as Appendix A, as amended, and the Federal Way

	community plan map, attached to Ordinance No. 2401, as Appendix
	B, are adopted as an augmentation of the Comprehensive Plan
	for King County, and as such they constitute official county
	policy for the georgraphic area defined therein.
	(2) The Federal Way Community Plan Revision, attached to
	Ordinance 4733 as Appendix A, is adopted as an amplification
	to the Comprehensive Plan for King County. Where there are
	differences between the Federal Way Community Plan and the
	Federal Way Community Plan Revision, the Federal Way Community
	Plan Revision governs.
	SECTION 2. The revised Federal Way Sewer Local Service
	Area maps, marked hereto as Appendix B. to Ordinance 4733
	are hereby adopted as an amendment of the Local Service Area
	designation pursuant to Section 6.2.A(1) of Chapter 8 of the
	King County Sewerage General Plan.
ĺ	SECTION 3. The Area Zoning Guidelines adopted by Ordinance
	Nos. 2978, 3097 and 2907 are hereby amended in accordance with
	the revised Federal Way Area Zoning Guidelines attached to
	Ordinance 4733 as Appendix C.
	INTRODUCED AND READ for the first time this 17th day
	of December, 1979.
	PASSED this 4th day of 4thrus, 1980.
	KING COUNTY COUNCIL KING POUNTY, WASHINGTON
	( San V ) Dask
	VICE Chizi rman
	ATTEST:
	Debuty Overk of the Council
	APPROVED this 15th day of Felgue, 1980.
	Jan Soullann
	King County Recutive
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January 28, 1983

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INTRODUCED BY PAUL BARDEN
PROPOSED- NO. 83-72

ordinance no.  $\underline{6341}$ 

AN ORDINANCE relating to Planning; amending Federal Way Community Plan; amending Ordinance No. 2401, Section 1, and Ordinance No. 4733, Section 1, and Ordinance No. 5733, Section 1, and K.C.C. 20.12.180, adopting the Federal Way Transportation Plan.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. Ordinance No. 2401, Section 1, Ordinance No. 4733, Section 1, Ordinance No. 5733, Section 1, and K.C.C. 20. 12.130 are hereby amended to read as follows:

- A. The Federal Way Community Plan, attached to Ordinance No. 2401, as Appendix A, as amended, and the Federal Way Community Plan map, attached to Ordinance No. 2401, as Appendix B, are adopted as an augmentation of the Comprehensive Plan for King County and as such they constitute official county policy for the geographic area defined therein.
- B. The Federal Way Community Plan Revision, attached to Ordinance 4733 as Appendix A, is adopted as an amplification to the Comprehensive Plan for King County. Where there are differences between the Federal Way Community Plan and the Federal Way Community Plan Revision the Federal Way Community Plan Revision governs.
- C. A Federal Way Community Plan map amendment, attached to Ordinance 5733 as Appendix A, Figure 5 of proposed revision, is adopted as an amplification of the Comprehensive Plan for King County.
- nance No. 6344s Appendix A, is adopted as an amplification to

the Comprehensi	e Plan for K	ing County.			
INTRODUCED	AND READ for	the first	time this	744	day
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PASSED this	14th	day of M	arch	_, 19 <u>83</u>	. •
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Deputy Clerk of t	he Council	·			
APPROVED this	3 rd day of	Mars	h	, 19 <b>F</b>	<b>3</b> .
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# MOTION NO. <u>599</u>6

A MOTION initiating a Federal Way Community Plan Update, describing the scope of the Plan Update and accompanying Area Zoning, establishing the responsibilities of a Community Plan Update Advisory Committee and the King County Planning Division in updating the Federal Way Community Plan and approving the appointment of citizens to serve on a Federal Way Community Plan Update Advisory Committee.

WHEREAS, in June 1975 the King County Council adopted the Federal Way Community Plan, and

WHEREAS, in February 1980 the King County Council adopted the Federal Way Revised Community Plan to clarify and resolve inconsistencies between county policies and regulations for the low density residential portions of Federal Way, and

WHEREAS, Federal Way has continued to be one of the fastest growing areas in unincorporated King County, and

WHEREAS, this rapid growth requires an update of the Community Plan and Area Zoning, and

WHEREAS, a community plan provides the link between general county-wide policies, plans and programs and specific implementation programs for a community, and

WHEREAS, a community plan is intended to be used by other governmental agencies when making decisions concerning land use and general community development, and

WHEREAS, the King County executive and the councilperson from district 7 have recommended ten members and four alternates to serve on a Federal Way Community Plan Update Advisory Committee, and

WHEREAS, a chairperson for the Federal Way Community Plan Update Advisory Committee has been recommended by the director of the department of planning and community development.

NOW THEREFORE, BE IT MOVED by the Council of King County:

A. The Federal Way Community Plan Update study area shall be defined as those areas not considered in the 1980 Federal Way Community Plan Revision.

- B. The Federal Way Community Plan Update shall evaluate the current plan and area zoning and recommend, as appropriate, revisions to the plan and area zoning designations for commercial, industrial and multifamily development. The evaluation should address the amount, location and characteristics of land currently planned for commercial, industrial and multifamily development; the adequacy and timing of facilities needed to support planned commercial, industrial and multifamily development; and the zoning classifications and conditions appropriate to implement the plan's commercial, industrial and multifamily designations.
- C. Any recommended revisions to the Federal Way Community Plan land use designations shall be accompanied by appropriate recommended revisions to the Federal Way Area Zoning. As appropriate, other revisions to the area zoning to address facility timing or commercial, industrial or multifamily development conditions may also be recommended. Area zoning recommendations shall include:
- ${f 1.}$  depictions of the zoning classification necessary to implement the land use recommendations, and
- explanations for the applied zoning classifications and/or conditions.
- D. The Federal Way Community Plan Update shall be consistent with adopted county plans, policies and regulations.

BE IT FURTHER MOVED by the Council of King County:

There is established a ten member Federal Way Community Plan Update Advisory Committee, a nonresident chairperson and four alternates as follows:

- A. The attached list of members and alternates for the Federal Way Community Plan Update Advisory Committee is approved as presented.
- B. In the event a member is unable to complete his or her term, the appointed alternates shall serve in the order named.
- C. There shall be four alternates. The executive and county council shall select additional alternates if needed due to committee resignations.

D. All committee members and alternates shall be subject to the disclosure provisions of K.C.C. 3.04.050.

BE IT FURTHER MOVED by the Council of King County:

- A. The King County planning and community development staff is responsible for preparing the Federal Way Community Plan Update documents. Community planning staff will lead the community planning effort and direct the progress of the advisory committee in their discussions and review of staff work. Throughout the planning process, planning staff shall also be responsible for coordinating, considering and evaluating the views of the general public, technical experts and the advisory committee.
- B. The committee shall review work of the planning staff, consider comments from the general community and technical experts and shall make recommendations to staff as appropriate. Regular advisory committee meetings shall end after the committee reviews and comments on the department's draft recommendations for updating the Federal Way Community Plan. Committee members are encouraged to individually participate in the public review process until council adoption.
- C. King County intends that committee discussion of issues will proceed according to the attached work schedule. If committee consensus is not reached, areas of disagreement will be identified and the next phase of the process will begin.
- D. The chairperson is responsible for running the plan advisory committee meetings, including setting agendas with staff, keeping on schedule and making sure all viewpoints of committee members are expressed.

PASSED this 14th day of May, 1984.

KING COUNTY COUNCIL

KING COUNTY, WASHINGTON

ATTEST:

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## MOTION NO. 6061

A MOTION initiating a Federal Way Community Plan Update, describing the scope of the Plan Update and accompanying Area Zoning, establishing the responsibilities of a Community Plan Update Advisory Committee and the King County Planning Division in updating the Federal Way Community Plan and approving the appointment of citizens to serve on a Federal Way Community Plan Update Advisory Committee and rescinding

Motion No. 5996.

· WHEREAS, in June 1975 the King County council adopted the Federal Way Community Plan, and

WHEREAS, in February 1980 the King County council adopted the Federal Way Revised Community Plan to clarify and resolve inconsistencies between county policies and regulations for the low density residential portions of Federal Way, and

WHEREAS, Federal Way has continued to be one of the fastest growing areas in unincorporated King County, and

WHEREAS, this rapid growth requires an update of the community plan and area zoning, and

WHEREAS, a community plan provides the link between general countywide policies, plans and programs and specific implementation programs for a community, and

WHEREAS, a community plan is intended to be used by other governmental agencies when making decisions concerning land use and general community development, and

WHEREAS, the King County executive and the councilperson from district 7 have recommended ten members and four alternates to serve on a Federal Way Community Plan Update Advisory

Committee, and

WHEREAS, a chairperson for the Federal Way Community Plan
Update Advisory Committee has been recommended by the director
of the department of planning and community development;

NOW, THEREFORE, BE IT MOVED by the Council of King County:

- A. Motion No. 5996 is hereby rescinded.
- B. The Federal Way Community Plan Update study area shall be defined as the entire Federal Way Community Planning area.
- C. The Federal Way Community Plan Update shall evaluate the current plan and area zoning and recommend, as appropriate, revisions to the plan and area zoning designations for commercial, industrial and multifamily development. The evaluation should address the amount, location and characteristics of land currently planned for commercial, industrial and multifamily development; the adequacy and timing of facilities needed to support planned commercial, industrial and multifamily development; and the zoning classifications and conditions appropriate to implement the plan's commercial, industrial and multifamily designations.
- D. Any recommended revisions to the Federal Way Community Plan land use designations shall be accompanied by appropriate recommended revisions to the Federal Way area zoning. As appropriate, other revisions to the area zoning to address facility timing or commercial, industrial or multifamily development conditions may also be recommended. Area zoning recommendations shall include:
- depictions of the zoning classification necessary to implement the land use recommendations,
- explanations for the applied zoning classifications and/or conditions.
- E. The Federal Way Community Plan Update shall be consistent with adopted county plans, policies and regulations.

BE IT FURTHER MOVED.

There is established a ten member Federal Way Community Plan
Update Advisory Committee, a nonresident chairperson and four
alternates as follows:

- A. The attached list of members and alternates for the Federal Way Community Plan Update Advisory Committee is approved as presented.
- B. In the event a member is unable to complete his or her term, the appointed alternates shall serve in the order named.
- C. There shall be four alternates. The executive and county council shall select additional alternates if needed due to committee resignations.
- D. All committee members and alternates shall be subject to the disclosure provisions of K.C.C. 3.04.050.

BE IT FURTHER MOVED,

- A. The King County planning and community development staff is responsible for preparing the Federal Way Community Plan Update documents. Community planning staff will lead the community planning effort and direct the progress of the advisory committee in their discussions and review of staff work. Throughout the planning process, planning staff shall also be responsible for coordinating, considering and evaluating the views of the general public, technical experts and the advisory committee.
- 8. The committee shall review work of the planning staff, consider comments from the general community and technical experts and shall make recommendations to staff as appropriate. Regular advisory committee meetings shall end after the committee reviews and comments on the department's draft recommendations for updating the Federal Way Community Plan. Committee members are encouraged to individually participate in the public review process until council adoption.
- C. King County intends that committee discussion of issues will proceed according to the attached work schedule. If committee consensus is not reached, areas of disagreement will be identified and the next phase of the process will begin.

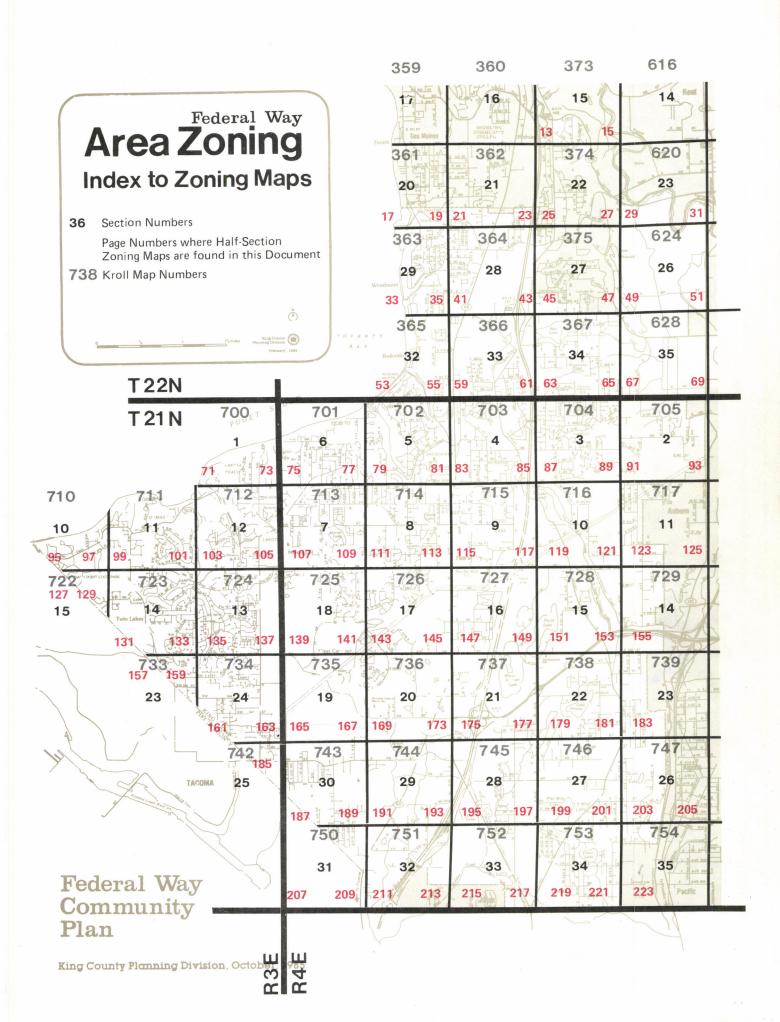
1	D. The chairperson is responsible for running the plan
2	advisory committee meetings, including setting agendas with
3	staff, keeping on schedule and making sure all viewpoints of
4	committee members are expressed.
5	PASSED this 23rd day of July , 1984.
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7	KING COUNTY COUNCIL KING COUNTY, WASHINGTON
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9	Jany Trant
10	Chairman
11	ATTEST:
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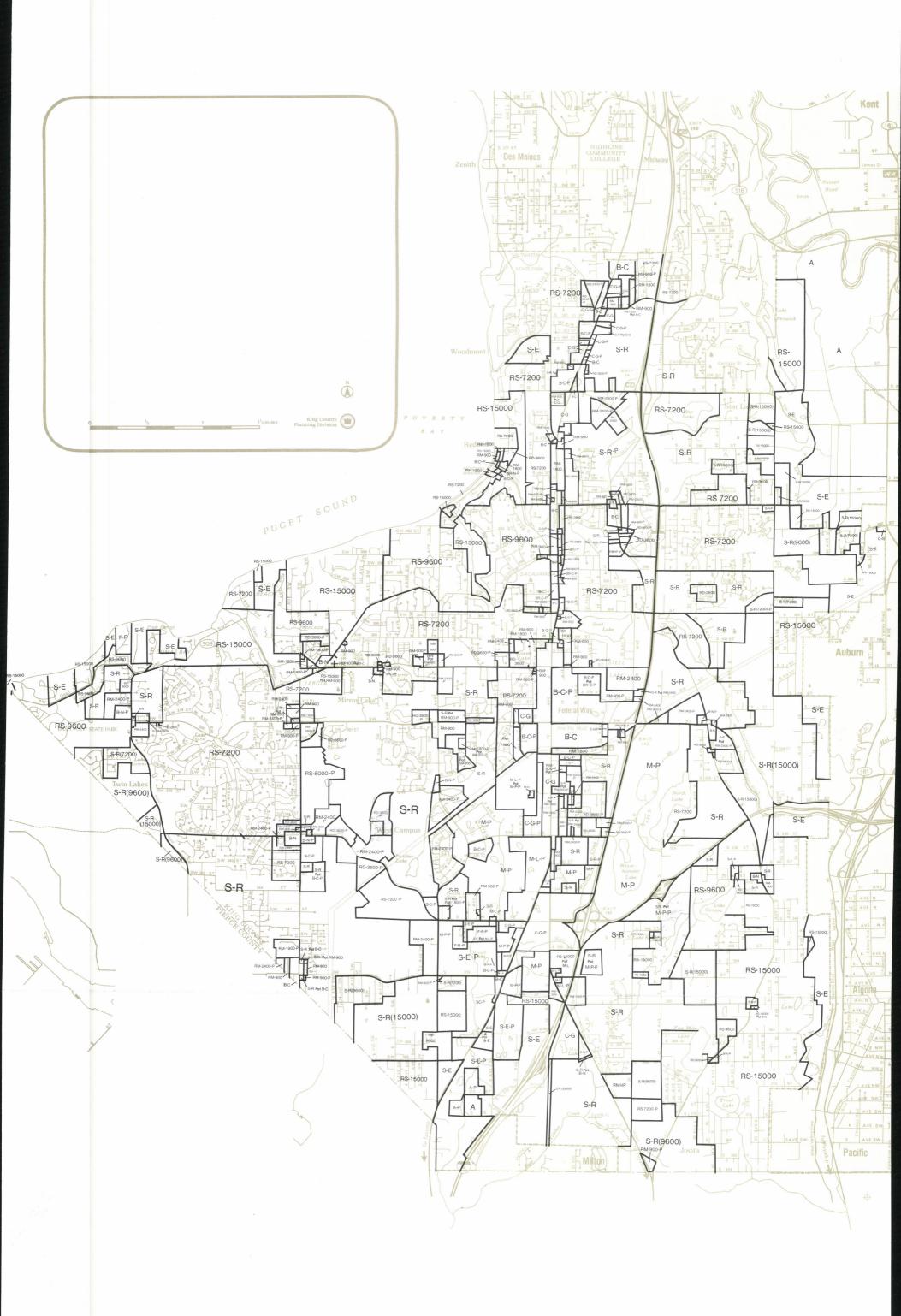
## FEDERAL WAY AREA ZONING

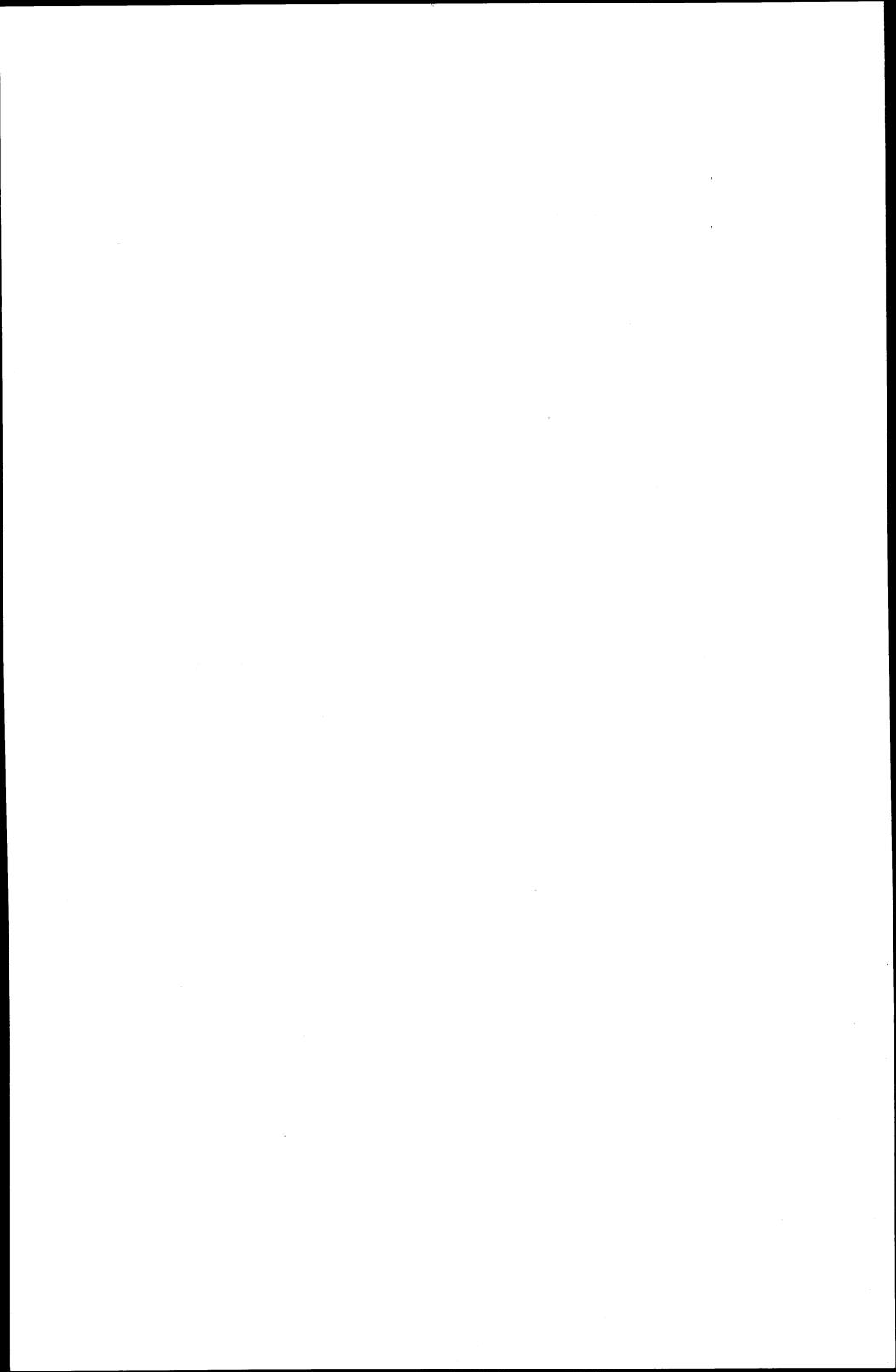


# TABLE OF CONTENTS

-		Page
Introduction		1
Section	1 Area Zoning Highlights: Area-wide Zoning Changes	1
Section :	2 Area Zoning: Development Conditions	2
A.	Transportation	3
В.	Sensitive Areas	4
C.	Office Park	9
D.	Pedestrian Circulation	10
Individual Zo	nina Sheets	12

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#### INTRODUCTION

### What is Area Zoning?

Zoning is revised or applied during the community planning process through the area zoning document. Area zoning means: the procedures initiated by King County which result in the adoption or amendment of zoning maps on an areawide basis. The procedure is comprehensive in nature. Unlike an individual zoning reclassification, area zoning usually involves many separate properties under various ownerships. It utilizes the range of the zoning classifications available to the County to express the land use policies of a community plan in zoning map form.

This area zoning implements policies developed through the Federal Way Community Plan Update and the King County Comprehensive Plan. The plan and area zoning will be used by the King County Executive, the County Council, the Zoning and Subdivision Examiner and all County departments to ensure that County actions are consistent with the policies of both plans.

#### SECTION I

## Area Zoning Highlights: Area-Wide Zoning Changes

This section characterizes zone changes within Federal Way. In general, they fall into three catgories: commercial, industrial and multifamily. Zoning throughout the community is shown on the map titled Federal Way Community Plan: Updated Zoning; individual changes are shown and discussed following the Index to Zoning Changes.

### Commercial Zoning Emphasizes Expanding Existing Centers

The land use concept for commercial development in Federal Way is a dense urban core serving regional and community-scale shopping needs and smaller scattered sites serving neighborhood needs. In addition, there is an established area of strip commercial along Highway 99. To meet the goal of designating more land for commercial development, this area zoning focuses on expanding existing clustered commercial areas, encouraging more dense development in the urban core and infilling the strip, not expanding it.

### Industrial Zoning Creates Office Park Opportunity

Federal Way's abundance of industrially zoned land provides an unique opportunity for office park areas to be carved out of excess industrial land. There remains an ample supply of land available for more traditional industrial uses.

## Multifamily Zoning is Sited to Minimize Conflicts

New multifamily development is encouraged where it is compatible with surrounding land uses and urban services are sufficient.

#### Factors Used In Zone Decisions

The policies of the Update Federal Way Community Plan and King County Comprehensive Plan are the basis for all zone changes outlined in this document.

Factors affecting appropriate land use were the basis of public discussion and formulation of the updated policies. These factors were also considered in developing specific area zoning recommendations. They were:

- 1. Surrounding significant land uses. The neighborhood context is important in deciding whether or not to change a zone designation.
- Sensitive areas. These are defined by King County as landslide, erosion or seismic hazard areas or as wetlands, fishbearing waters or floodplains. (Specific definitions for these areas can be found in KCC 21.54.) Protection of these areas is vital to the quality of Federal Way's natural environment.
- 3. Specific site conditions. These include site topography, hydrology and existing vegetation. These features combine to give Federal Way a sense of identity and are used to formulate development conditions.
- 4. Availability of services. Services were primarily transportation-related, but also included sewer, water, parks and school availability. The traffic considerations were level-of-service of surrounding roads and intersections, road congestion and proposed road improvement projects.

## Area Zoning Process in Federal Way

During the 1984-86 update, the Planning Division increased public involvement and analysis of individual development proposals. Throughout this process, staff members met with property owners, their agents, developers and interested citizens to discuss proposed developments and rezone requests. Those projects which conformed with the plan's goals, intents and policies were incorporated into the proposed plan and area zoning. This increased public involvement in the planning stage was intended to reduce the number of new, unanalyzed land use and zoning issues which would surface during County Council review.

### SECTION II

## Area Zoning: Development Conditions

Federal Way has become an urban community. As people live, work and shop more closely together, more attention must be paid to one's impacts on one's neighbors. The area zoning uses site plan review and development conditions to focus that attention.

Site plan review is required if the letter "P" follows the zone classification shown on the zoning map. Development of that property must not only meet all the requirements of that zone, but also additional conditions. All the additional requirements established during the 1984-86 update process are listed in the discussion for each property.

In the Federal Way Area Zoning, most development conditions address four crucial issues: transportation, environmentally sensitive areas, office park development and pedestrian access.

### A. TRANSPORTATION IS FEDERAL WAY'S GREATEST PROBLEM

Improvement of the transportation system has not kept up with the rapid commercial expansion and population growth of Federal Way. The result is disconnected and underdeveloped local access streets, widely spaced arterials and limited freeway access. The existing system cannot adequately handle current traffic demands. Many roads and intersections experience lengthy periods of congestion, with stop-and-go traffic and high accident rates. This is particularly true on arterials near freeway interchanges and adjacent to shopping areas.

### Transportation Analysis Identified Problems

Transportation analysis of land use and zoning recommendations highlighted two kinds of problems. In north and east Federal Way, the impacts of development are largely site-specific. Widening adjacent roads and adding turn lanes are examples of typical solutions. In south/central Federal Way, however, the analysis shows major traffic problems by the year 2000. Even under the 1980 revised plan's zoning the major traffic corridors in this area would become severely congested over the next fifteen years. Intensification of commercial, office and multifamily development will worsen already serious problems. Solutions to problems such as these must be comprehensive and areawide.

Within the south/central traffic corridors, there is still much undeveloped land. These areas will undergo the most dramatic changes in the next six to ten years, the length of time this plan is intended to apply before being updated. It is also in these areas that the road system is most inadequate. Any one development project may not cause a problem, but the cumulative impact of development will produce severe traffic problems unless areawide solutions are found.

For a detailed explanation of the Federal Way traffic analysis see the transportation section of the Final Federal Way Supplemental EIS.

### Two Part Solution for Transportation Problems Proposed

The Federal Way Plan Update proposes a two-part solution to the area's transportation problems. The first part concentrates on smaller scale, site-specific problems and solutions. Outside the south/central part of the community, the road network is generally adequate to support development of vacant land. The undeveloped parcels are generally smaller and more dispersed than those in south/central Federal Way. They have fewer impacts on fewer streets. Traffic analysis shows that even the cumulative impacts of the proposed zone changes in these areas will result in the need for only minor road improvements. Thus, these problems can be addressed with existing mechanisms. Examples are: capital projects identified in the 1983 Federal Way Transportation Plan; "P" suffix zoning conditions; King County Road Adequacy Standards; and the State Environmental Policy Act (SEPA). P-suffix zoning conditions aimed at transportation improvements are listed individually in this document.

The second part of the plan's proposal is a comprehensive, areawide approach. In 1987 King County will lead an interagency effort to develop a south/central Federal Way subarea transportation program. This program will provide the blueprint for upgrading Federal Way's transportation network and adequately supporting growth and development.

King County will involve other groups and agencies in this effort that have transportation responsibilities in this area. They are: Pierce County, Washington State

Department of Transportation (Districts 1 and 3), METRO, Pierce Transit, City of Tacoma, Port of Tacoma and Federal Way landowners and developers. Such a program will identify specific transportation projects and costs; establish an equitable cost-sharing formula, including private sector fair share payments; and establish implementation schedules. The specific products of this proposed program are listed below:

- 1. Major Capital Improvement Projects:
  - Project description and cost estimate;
  - Priorities for implementation.
- 2. Transportation System Management Plan:
  - Bus and carpool/vanpool priorities;
  - Transit Service Plans (METRO and Pierce Transit); and
  - Carpool/vanpool programs.
- 3. Funding Mechanisms:
  - Public and private cost sharing;
  - CIP commitment for public share:
    - King and Pierce Counties.
    - METRO and Pierce Transit,
    - WSDOT:
  - Private Share:
    - Fair share based on impacts,
    - Participation by undeveloped parcels, or
    - RID participation by all parcels.

## B. SENSITIVE AREAS ARE IDENTIFIED AND PROTECTED

Federal Way has many unique natural features that serve important biological and cultural functions. Many of these areas are protected by the King County Sensitive Areas Ordinance, KCC 21.54. They include Class III Landslide Hazards, Class III Seismic Hazards, Erosion Hazards, Wetlands, Anadromous Fish-bearing Waters, 100-year Floodplains and Coal Mine Hazards. They are mapped in the Sensitive Areas Map Folio available at King County Planning Division offices. (The map folio generally locates those sensitive areas identified through an inventory process completed in 1981. On a case-by-case basis, further site investigation may be necessary to determine current conditions.) An example of a development condition reads as follows:

O There is a Class III Seismic Hazard area on portions of this property.

Development of this property must follow the Sensitive Areas Ordinance, KCC 21.54.120 - KCC 21.54.180.

In addition to the generalized treatment of fish-bearing waters outlined above, the West Hylebos Creek system gets added attention. The major tributary of this creek flows through areas of high intensity urban uses, such as manufacturing, as well as lower density residential areas. Protection is given to this stream using development setbacks (the standards applied are consistent with those used in other community planning areas). The development condition reads as follows:

O Preserve an undisturbed corridor not less than 30 feet from the normal water's edge on both sides of the stream or 20 feet from the top of the bank on both sides, whichever is greater. (The actual width of the setback varies and depends on the stream classification.)

### **HYLEBOS WETLAND #18 PROTECTION IS NECESSARY**

Hylebos Wetland No. 18 is unique in many ways. Its protection has been a focal point of two planning efforts. For a detailed discussion of the wetland and the related policies, see chapter five of the Federal Way Community Plan.

The development conditions, in tandem with the surrounding land use concept, protect the integrity of the Hylebos wetland system and are vital to the maintenance of its unique qualities. The conditions were drawn from work on wetlands inventory, rating and protection methods currently being developed by the King County Planning Division's Resource Planning Section. (This work is aimed toward revising the Sensitive Areas Ordinance in order to distinguish among wetland types and provide King County's most important wetlands with more comprehensive protection). The property-specific application of the following development conditions are found on the individual zoning maps. These conditions are as follows:

## 1. Wetland Studies - Required

The Department of Planning and Community Development's director may require a special wetland study for development outside the Hylebos Wetland #18's required 100 foot buffer if the development may cause a wetland alteration or otherwise pose potential significant adverse impacts to wetland values and functions.

### 2. Wetland Studies - Preparation and Contents

The wetland study shall be conducted by a biologist, botanist, plant ecologist or similarly qualified professional with the assistance, if required by BALD or SWM, of a professional engineer. Minimum requirements for identifying and mapping the wetland edge and the preparation and contents of the wetland study shall be contained in administrative guidelines prepared by the Department.

### 3. Wetland Edge - Identification

As a part of the required wetland study, the edge of the Hylebos Wetland #18 shall be identified using a transect or other accepted scientific method which is acceptable to the department; provided, the director is authorized to require a specific method to identify the wetland edge.

The criteria for locating the wetland edge are based on the principle of predominance of wetland plants as set forth in the definition of wetlands which appears in KCC 21.04: "Wetlands areas inundated or saturated by surface or groundwater at a frequency and duration to support, and that under normal circumstances do support, a prevalence of vegetation typically adopted for life in saturated soil conditions."

The wetland edge is the line around the wetland where the prevalence of hydrophytes, or wetland plants, ceases. For the purpose of defining the wetland edge, the prevalence of hydrophytes ceases where the combined percent of hydrophytes in the overstory, understory and ground cover is less than fifty percent.

## 4. Protection and Recording

- a. Those portions of the Hylebos Wetland #18 located within a proposed subdivision shall be protected as permanent open space by dedication to a home owner association, community or public body approved by the department director. For development subject to other permits, King County shall encourage protection of the Hylebos Wetland #18 as permanent easement, conservation easement or Native Growth Protection Easement, dedication or other alternative means acceptable to King County.
- b. Creation of new lots other than separate tracts dedicated or reserved as permanent open space shall not be permitted inside the Hylebos Wetland #18.
- c. As a condition of any permit approval, the applicant shall record, with the Records and Elections Division, on the title to the subject property or properties, a notice which alerts current and future property owners of the presence and location of the Hylebos Wetland #18, King County regulations which may apply to any future development and any conditions required by King County of the permit approval. The notice shall be on a form provided by the director.

## 5. Wetland Buffer - Required

### a. General Provisions

- 1) The width of the buffer shall be determined by measurement which is perpendicular to the identified wetland edge at all points.
- 2) The outside boundary of the buffer shall be surveyed and shown on all plats, short plats or PUDs.

### b. Minimum Buffer Width

New development adjacent to the Hylebos Wetlands shall preserve an undisturbed buffer not less than 100 feet wide.

### c. Increased Buffer Width

The buffer's width shall be increased over the required 100 foot minimum when either of the following exist within or adjacent to the wetland buffer:

1) endangered, threatened or sensitive species; or 2) roads, utility rights-of-way, dikes, channels, etc. Provisions for increasing the buffer's width shall be contained in administrative guidelines prepared by the Department.

## d. Adjacent Stream Corridors

New development adjacent to streams which enter or leave the Hylebos Wetlands shall preserve an undisturbed corridor, on the property subject to the applicable development permit, which is wide enough to maintain the natural hydraulic and habitat functions of that stream. Provisions for preserving adjacent stream corridors shall be contained in administrative guidelines prepared by the Department.

### 6. Alteration

Alteration of the Hylebos Wetland #18 and its required buffer is prohibited except for: 1) facilities necessary to allow controlled pedestrian access for scientific, educational or interpretive activities; or 2) fences or other barriers necessary to protect wetland habitat.

## 7. Enhancement - Required

Alteration of the Hylebos Wetland #18 or its buffer for facilities necessary to allow controlled pedestrian access for scientific, educational or interpretive activities shall not be permitted unless accompanied by a County-approved enhancement plan.

### 8. Restoration - Required

If the Hylebos Wetland #18 and/or its required buffer has been partially or totally altered without an approved development permit or in violation of the conditions of any applicable permit, complete restoration pursuant to an approved restoration plan shall be required. Restoration measures include, but are not limited to, removal of fill, regrading to original contours and revegetation of all cleared areas with native trees and/or plants which are necessary to replace wetland values and functions lost due to alteration. If information on wetland values and functions prior to alteration is not available, the department shall specify the criteria for restoration. Restoration shall be completed prior to approval of any development permits.

### 9. Restoration and Enhancement Plans - Preparation and Contents

Plans for wetland restoration or enhancement shall be prepared by a biologist, botanist, plant ecologist or similarly qualified professional with the assistance of a professional engineer. The plan shall be jointly reviewed by the Building and Land Development and Surface Water Management Divisions. The State Departments of Fisheries and Game may also be consulted, if considered necessary by the Department. Minimum requirements for preparation, contents and department evaluation of restoration and enhancement plans shall be contained in administrative guidelines prepared by the Department.

### 10. Water Quantity and Quality

The following provisions shall apply to the protection of water quantity and quality in the Hylebos Wetland #18:

- a. Construction and operation of stormwater retention or detention facilities in the Hylebos Wetland #18 is prohibited;
- b. The Hylebos Wetland #18 shall be protected from erosion and sedimentation by the use of erosion/sedimentation control practices and measures approved by the Surface Water Management Division:

- c. In areas with no natural point of inflow (i.e., stream), any surface water directed toward the Hylebos Wetland #18 shall be directed and filtered through a drain field, or other appropriate technique used, to avoid erosion, sedimentation and excess nutrient inflow into the wetland:
- d. The Hylebos Wetland #18 shall be protected from pollution by toxic wastes, petrochemical or other pollutants by the use of measures approved by the Surface Water Management Division which remove pollutants from surface water runoff water before it enters the wetland:
- e. The velocity of stormwater runoff entering the Hylebos Wetland #18 shall be limited to pre-development levels;
- f. In designated "critical areas" pursurant to K.C.C. 20.50, the Surface Water Management Division may recommend additional measures to minimize flooding, drainage or erosion problems;
- g. Where possible, water level fluctuations in the Hylebos Wetland #18 shall be minimized during the spring breeding season (April through June).

## 11. Endangered, Threatened and Sensitive Species - Protection

Upon receipt of new information regarding the status or location of species designated by the federal government or Washington State as Endangered, Threatened or Sensitive, the director is authorized to require measures for protecting the species and its habitat. Provisions for protecting Endangered, Threatened and Sensitive Species shall be contained in administrative guidelines prepared by the Department.

### 12. Human Access

The following provisions shall apply to human access and interpretive use in the Hylebos Wetland #18:

- a. When wetland studies, enhancement or restoration plans are required for proposed development, the study or plan shall consider how interpretive activities and/or facilities could be combined with the proposed development, their impact on wetland values and functions and relation to other plans for interpretive activities or facilities in the Hylebos Wetland #18. Minimum requirements for determining the impact and feasibility of human access in the Hylebos Wetland #18 shall be contained in administrative guidelines to be prepared by the Department:
- b No motorized vehicles shall be allowed within the wetland or its buffer unless specifically authorized by the director:
- c. Any public access or interpretive facilities developed in the wetland shall, to the extent possible, be linked with existing park, recreation or open space areas which are adjacent or in close proximity to the wetland;
- d. Any trails constructed within the wetland shall use materials and methods which minimize leaching from construction materials and disruption of habitat:

- e. Vegetative or, structural barriers, signs or other measures shall be provided in order to keep visitors in designated public use or interpretive areas;
- f. Large undisturbed and secluded areas shall be reserved in the wetland and its buffer to protect sensitive plant and wildlife species;
- g. Public access or interpretive facilities shall be located in areas of a wetland which have the lowest sensitivity to human disturbance or alteration.

### C. OFFICE PARK CONCEPT GETS DEFINITE DIRECTION

Office and clean industrial development in a campus-like setting is a concept strongly supported by the Federal Way community. For a complete discussion of the office park land use designation, see chapter four of the Federal Way Community Plan.

The uses encouraged are varied enough to meet Federal Way's growing employment needs, while the site development requirements ensure neighborhood compatibility. Examples and ideas from other parts of the state and nation were considered in preparing these conditions. The property-specific applications of the conditions are found on the individual zoning maps. The conditions are as follows:

- 1. Whenever two or more individuals combine their properties in one office park development, one spokesperson shall be selected to represent the owners and successors during the process of obtaining King County's approval for the site's development or while developing the property after any approval.
- 2. Office parks may be developed in phases. An estimated time period for completion of all phases shall be provided by the developer or developers' representative when King County first reviews the entire proposal. Initiation of new phases may be prohibited until conditions imposed on previous phases have been met. Any deviations from the original development shall require King County's approval.
- 3. Only the following uses shall be allowed in office park developments:
  - Business and professional offices:
  - Corporate headquarters and research facilities:
  - Public office buildings, art galleries, museums and libraries:
  - Assembling of articles allowed only from previously prepared materials such as bone, canvas, cellophane, cork, fibre, felt, fur, feathers, glass, leather, microchips, paper, metal, stone, wood, yarn, plastics and shell;
  - Retailing associated with the assembly activities, limited to "show rooms" displaying products made on site. The show room must be attached to the assembly plant;
  - Short-term storage of materials about to be assembled and of assembled articles:
  - Retail sales and consumer services establishments catering to employees of office park developments. To insure retail uses are incidental to the development, the following are established:
    - a. there shall be no entrances directly from the street or parking lot to such establishments, and
    - b. no sign from such establishment shall be visible from the outside of any building;

- Other similar uses set forth in Section 21.46.050 of the King County Zoning Code.
- 4. All uses shall be conducted only inside an entirely enclosed building.
- 5. The total permitted lot coverage in an office park development shall not exceed 60% for buildings and parking lots. The remaining portion of the site shall be devoted to open space, landscaping and pedestrian-oriented uses. (Where possible incorporate existing vegetation into the landscaping plan.)
- 6. Pedestrian and bicycle pathways shall be major features in office park developments. Buildings and structures in an office park development should be linked to pedestrian and bicycle pathways separate from the internal road system. Where possible, the pedestrian and bicycle pathways shall connect to off-site systems.
- 7. Only the types of business signs allowed in a BN zone (KCC 21.26.030 (2) (g) xi) are allowed in office park developments.
- 8. Access points to surrounding arterial streets shall be designed and developed to minimize traffic congestion and potentially hazardous turning movements. An internal circulation plan shall be developed to assure smooth traffic flow in and between developments. The access and internal circulation plan must be acceptable to the King County Department of Public Works.
- 9. Parking locations should be inside buildings or hidden from the street by landscaping and berms.
- Additional P-suffix conditions may be imposed as mitigating measures on office park developments during the environmental review and rezone process.

## D. PEDESTRIAN CIRCULATION IMPORTANT

Recognition of Federal Way as an urban area is an underlying theme of the plan update. Residents of Federal Way want to have the option of walking between stores or to the neighborhood school or park.

In recognition of that need, this plan proposes a concept for a community-wide pedestrian system. The basic system is simple: new development shall include sidewalks along all abutting roads. Policy basis for this is strong. The original 1975 plan policies encourage pedestrian access and the revised 1980 plan policies require it.

The area zoning, through the use of development conditions, provides site specific application of plan policies. In addition, on properties for which zone changes are recommended, the area zoning capitalizes on site specific opportunities to enhance pedestrian access. Examples of this are pedestrian shortcuts and direct pedestrian access to transit stops.

This approach provides pieces of the system as development occurs. A different approach is needed to provide the links through already devel-oped property. For this, see the special recommendation in Appendix A.

The typical pedestrian access development conditions used throughout the area zoning are as follows:

- O Curbs, gutters, sidewalks and street trees are required along 16th Ave. S. (for example).
- o Provide a pedestrian connection from the sidewalk to the principal building entrances.

Following are specific requirements for the design and development of pedestrian-related facilities:

o Street Tree Standards:

distance apart

30 feet maximum

trunk diameter

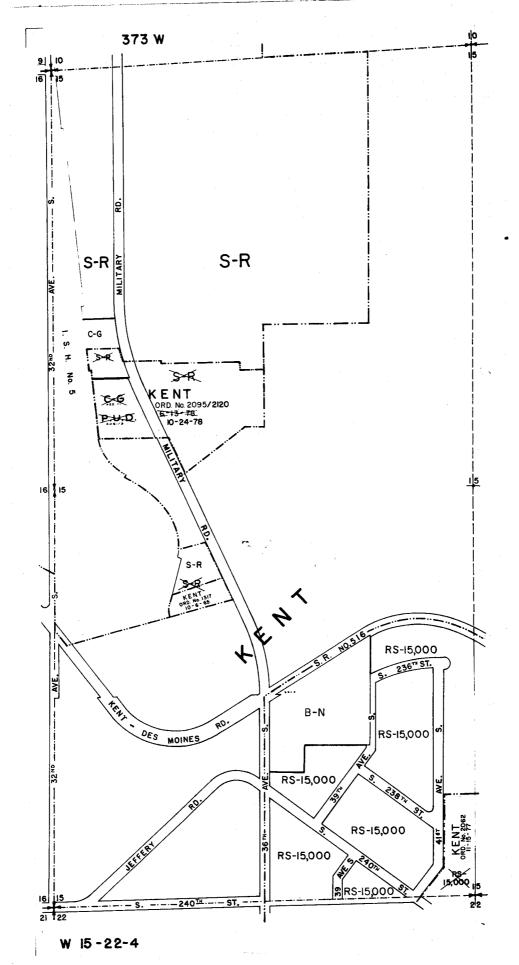
2.5 inches minimum

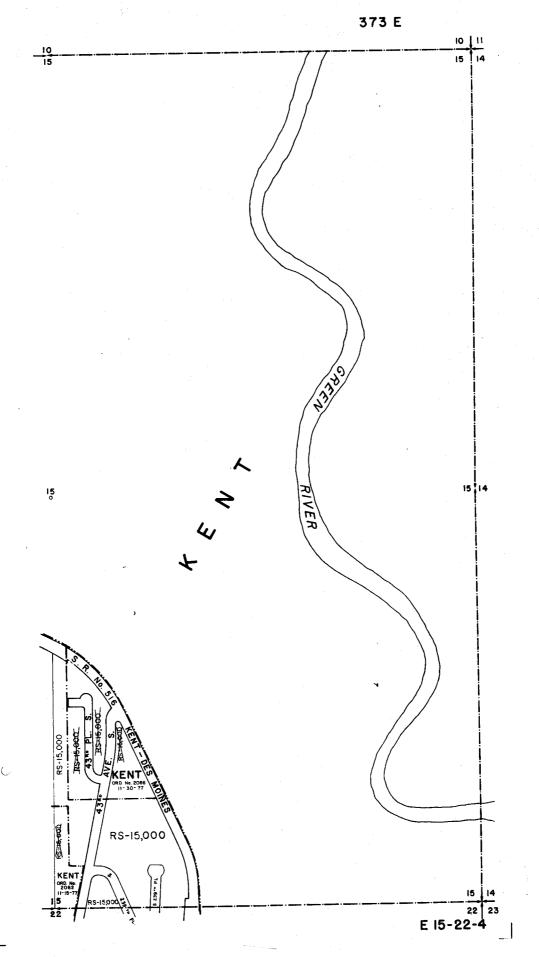
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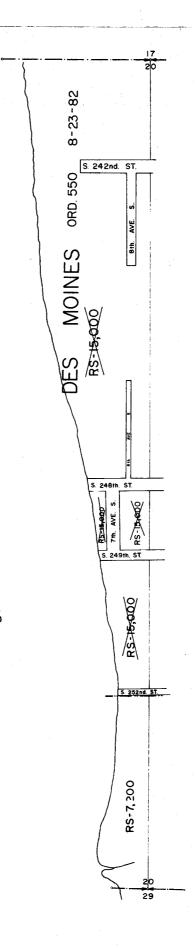
- O Pedestrian Connection: To insure pedestrian safety through parking lot areas, the pedestrian connection must be separated through use of one of the following:
  - 1. Grade change;
  - 2. Planting beds; or
  - 3. Cover structure for the walkway.

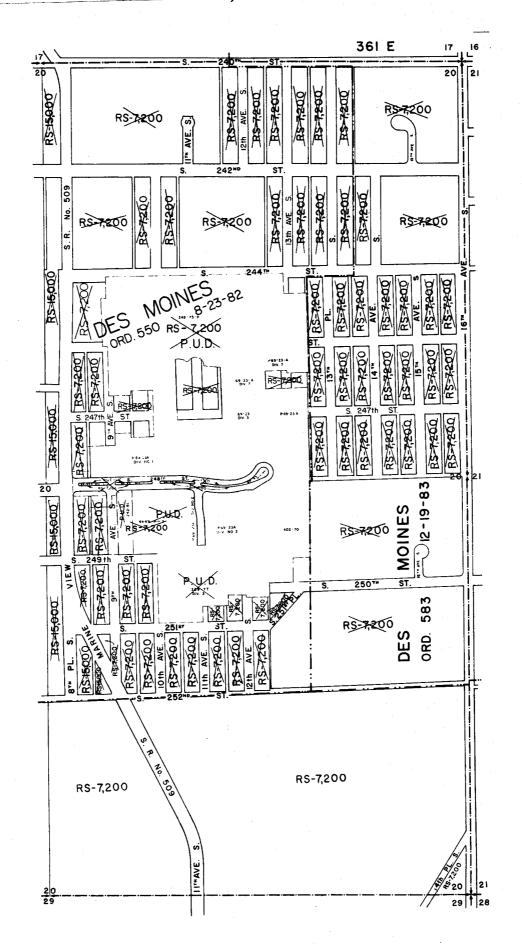
    (Striping or change in surface texture do not alone provide sufficient separation, but may effectively compliment one of the above.)



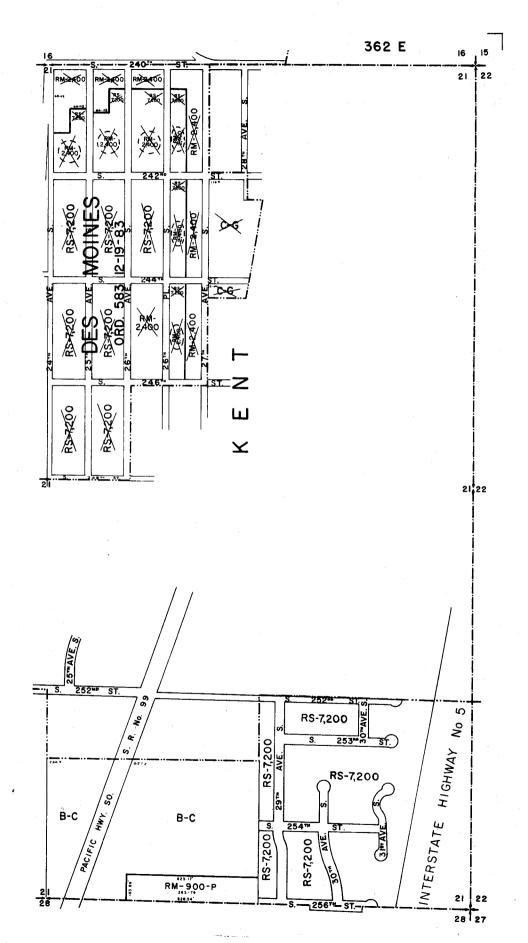


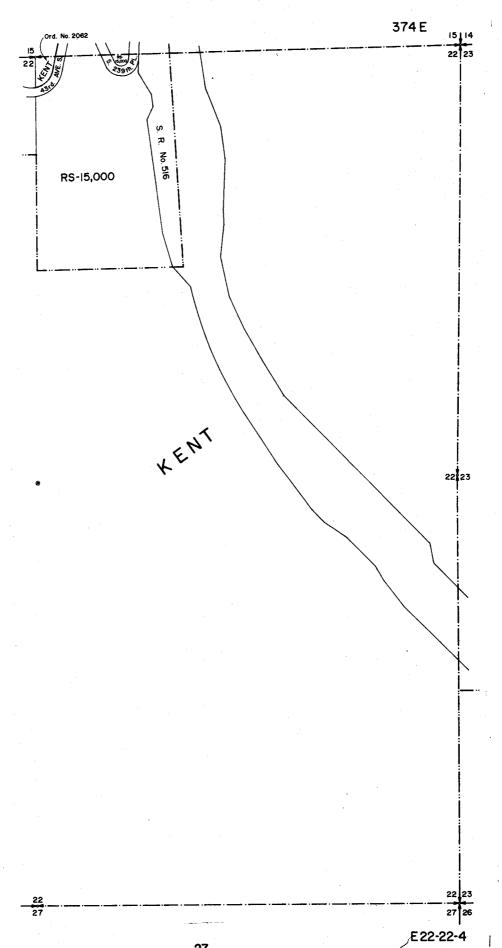
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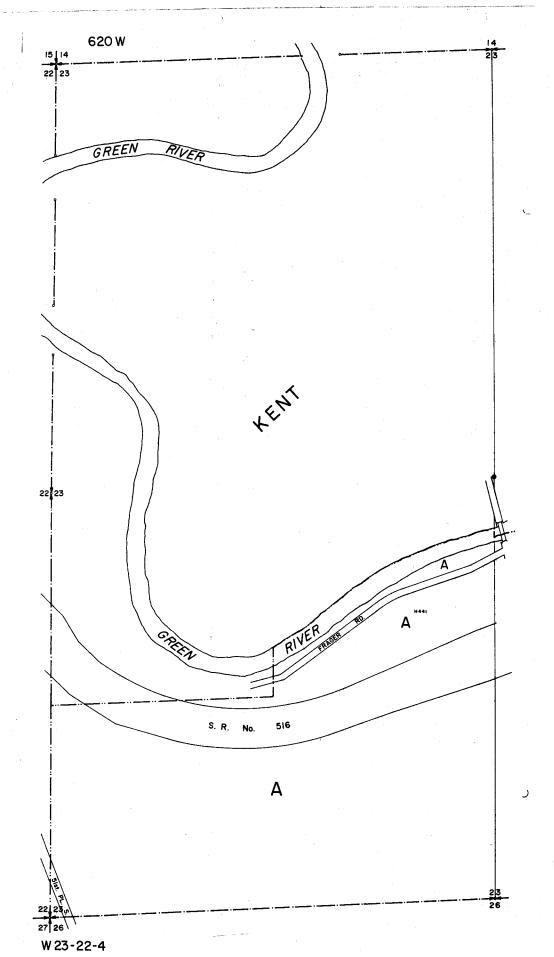


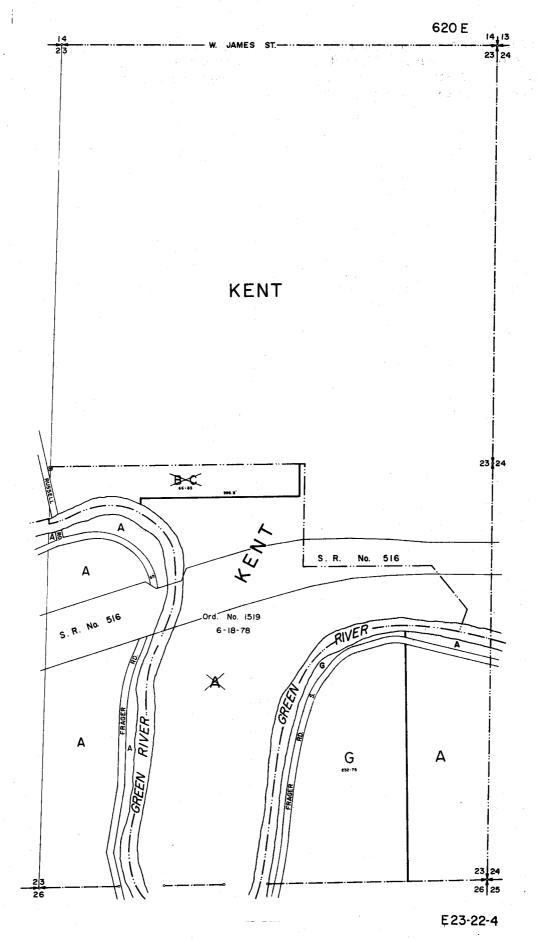


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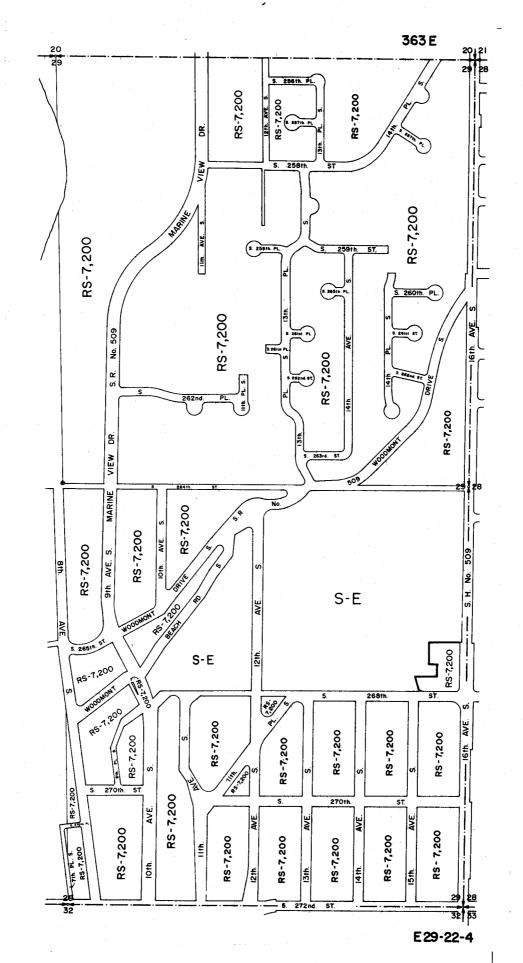




PUGET

RS-7,200 RS-7,200

W29-22-4



#### W 28-22-4

#### RS-7200 to RD-3600-P

This reclassification will allow the future development of multifamily housing at a density of twelve dwelling units per acre. The following development conditions were established on September 2, 1986 (Ordinance 7746):

- There is an Erosion Hazard area on all or portions of this property. Development of this property must follow the Sensitive Areas Ordinance (KCC 21.54.120 - KCC 21.54.180).
- No vegetation shalf be removed from this site until a site plan is approved by the Building and Land Development Division.
- o Provide a ten-foot native vegetation setback measured from the top of the ravine. No existing vegetation shall be removed within the setback area.
- o A drainage plan shall be approved by King County's Surface Water Management Division.
- o Dedicate right-of-way sufficient to provide thirty feet from the centerline of S 260th St.
- Curbs, gutters, sidewalks and street trees are required along S 260th St. See Section 2D of the area zoning introduction for street tree standards.
- Provide a pedestrian connection from the sidewalk to the principal building entrances. See Section 2D of the area zoning introduction for design criteria. Approval of the circulation plan by King County Department of Public Works is required.

# RS-7200 to RM-1800-P 2400 -P

This reclassification is consistent with Federal Way policy FW #33 pertaining to location near major arterials and commercial centers. The wooded ravine on the west edge of this property serves two important functions: 1) a natural buffer between low and high density multifamily uses; and 2) protection of water quality for the Type V stream that drains from Lower Puget Sound Wetland No. 2 to Saltwater State Park and Puget Sound. The following development conditions were established on September 2, 1986 (Ordinance 7746):

- There is an Erosion Hazard area on all or portions of this property. Development of this property must follow the Sensitive Areas Ordinance (KCC 21.54.120 - KCC 21.54.180).
- No vegetation shall be removed from this site until a site plan is approved by the Building and Land Development Division.
- o Provide a ten-foot native vegetation setback measured from the top of the ravine. No existing vegetation shall be removed within the setback area.
- o A drainage plan shall be approved by King County's Surface Water Management Division.
- Dedicate right-of-way sufficient to provide thirty feet from the centerline of S 260th St.

36

- South 256th St. is a local access street. Dedicate an additional twenty-four feet right-of-way from its centerline. Construct the remaining half street consistant with King County road standards.
- O Curbs, gutters, sidewalks and street trees are required along S 256th St. and S 260th St. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalks to the principal building entrances. See Section 2D of the area zoning introduction for design criteria. Approval of the circulation plan by King County Department of Public Works is required.

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#### RS-7200 to B-C-P

This reclassification is consistent with: 1) the land use designation adopted in 1980; and 2) Federal Way policy FW #66 pertaining to urban support services and adjacent land uses. To improve traffic flow and pedestrian access along Highway 99, the following development conditions were established on September 2, 1986 (Ordinance 7746):

- Highway 99 is a major arterial. Dedicate additional right-of-way sufficient to provide fifty feet from the centerline,
- o A left turn lane may be required on Highway 99 at the site access.
- Curbs, gutters, sidewalks and street trees are required along Highway 99. See Section 2D of the area zoning introduction for street tree standards.
- Provide a pedestrian connection from the sidewalk to the principal building entrances. See Section 2D of the area zoning introduction for design criteria. Approval of the circulation plan by King County Department of Public Works is required.
- o If possible, access for this site shall be shared with the commercially zoned property to the south,

# RS-7200 and RM-900 to B-C-P

This reclassification is consistent with: 1) the land use concept adopted in 1980; 2) Federal Way policy FW #66 pertaining to urban services and adjacent land use; and 3) the established character of Highway 99. To encourage smooth traffic flow and pedestrian access, the following development conditions were established on September 2, 1986 (Ordinance 7746):

- Curbs, gutters, sidewalks and street trees are required along Highway 99. See Section 2D of the area zoning introduction for street tree standards.
- Highway 99 is a major arterial. Dedicate additional right-of-way sufficient to provide fifty feet from the centerline.
- This property is currently heavily used by pedestrians as an access from the single-family neighborhood on the west to the commercial area along Highway 99. Development of this property shall maintain that link. That link shall be a direct, clearly identified pedestrian path. For design criteria of pedestrian connections see Section 2D of the area zoning introduction.
- O Provide a pedestrian connection from the sidewalk to the principal building entrances. See Section 2D of the area zoning introduction for design criteria.
- There are two properties affected by this zone change. They must share an access point onto Highway 99.

To minimize impacts of commercial development on the single-family neighborhood to the west, the following development conditions are established:

- o No auto access shall be allowed on 20th Ave. S.
- o Design the lighting to minimize light intrusion into nearby residences.
- Within the buffer required by the Landscaping Ordinance (KCC 21.51) between a BC and an RS zone, retain all existing significant vegetation.

# SR (pot RM-900) to C-G-P

This reclassification is consistent with: 1) the land use concept adopted in 1980; and 2) Federal Way policy FW #66 pertaining to urban services and compatibility with adjacent land uses; and 3) the established character of Highway 99. In addition, there is an Unique and Outstanding (no. 1) Wetland near the east edge of this property. There are indications that this wetland has changed recently and may have grown in size. To address impacts on this wetland, the following development condition was established on September 2, 1986 (Ordinance 7746):

A wetlands study is required to determine how much, if any, of this property is within the wetland. Development of this property must conform to the provisions of the Sensitive Areas Ordinance (KCC 21.54.120 and KCC 21.54.180). To encourage smooth traffic flow and pedestrian access, the following development conditions were also established:

- Highway 99 is a major arterial. Dedicate additional right-of-way sufficient to provide fifty feet from its centerline.
- Curbs, gutters, sidewalks and street trees are required along Highway 99. See Section 2D of the area zoning introduction for street tree standards.
- O Provide a pedestrian connection from the sidewalk to the building entrance. See Section 2D of the area zoning introduction for design criteria.
- There are two properties affected by this reclassification. They must share an access point onto Highway 99.

#### S-R to C-G

This reclassification allows general commercial development to a depth of 350 feet from Highway 99.

#### S-R (pot B-C) to C-G-P

This reclassification is consistent with: 1) the land use concept adopted in 1980; 2) Federal Way policy #66 pertaining to availability of urban services and adjacent land use, and 3) the established character of Highway 99. To encourage smooth traffic flow and pedestrian access, the following development conditions were established on September 2, 1986 (Ordinance 7746):

- Highway 99 is a major arterial. Dedicate additional right-of-way sufficient to provide fifty feet from the centerline.
- Curbs, gutters, sidewalks and street trees are required along Highway 99.
   See Section 2D of the area zoning introduction for street tree standards,
- O Provide a pedestrian connection from the sidewalk to the building entrance. See Section 2D of the area zoning introduction for design criteria.
- o There are three properties affected by this reclassification. Design of these sites shall allow access to be shared with abutting properties.

In addition, there is an Unique and Outstanding (no. 1) Wetland near the east edge of this property. There are indications that this wetland has changed recently and may have grown in size. To address impacts on this wetland, the following development condition was also established:

A wetlands study is required to determine how much, if any, of this property is within the wetland. Development of this property must conform to the provisions of the Sensitive Areas Ordinance (KCC 21.54.120 - KCC 21.54.180).

#### S-R to S-R-P

4.36

This is part of a larger parcel discussed on page \_\_. Discussion and development conditions are listed on that page.

#### S-R (pot B-C) and S-R to B-C-P

This reclassification expands an existing commercial area and is consistent with Federal Way policy FW #66 pertaining to availability of urban services, adjacent land uses and serving associated communities. This area has an opportunity to serve an adjacent, growing population by providing commercial facilities within walking distance. To encourage better traffic flow and pedestrian access along Highway 99, the following development conditions were established on September 2, 1986 (Ordinance 7746):

- This portion of S 272nd St. is a major arterial. Dedicate additional right-of-way sufficient to provide fifty feet from its centerline.
- Street trees are required along S 272nd St. See Section 2D of the area zoning introduction.
- o Provide a pedestrian connection from the sidewalk to the building entrance. See Section 2D of the area zoning introduction for design criteria.

- This project shall be evaluated for consistency with King County's Road Adequacy Standards.
   Specifically examine traffic impacts on the following: S 272nd St. and the intersection of Star Lake Rd. and S 272nd St.
- There are nine properties affected by this reclassification. Provide a pipestem access to serve properties in the northern part of this parcel that have no frontage on S 272nd St. or Highway 99.

## RS-7200, B-C-P and RM-900 to B-C-P

This reclassification is consistent with Federal Way policy FW #66 pertaining to availability of urban services, adjacent land use and serving associated communities. This change consolidates three parcels into one zone category and allows development of one larger commercial project. This project has an opportunity to serve an adjacent, growing population by providing commercial facilities within walking distance. To address auto and pedestrian access, and in addition to all "P" suffix conditions previously adopted, the following development conditions were established on September 2, 1986 (Ordinance 7746):

- o This project shall be evaluated for consistency with King County's Road Adequacy Standards. Specifically examine traffic impacts on the following: S 272nd St. and the intersection of S 272nd St. with 16th Ave. S and with Highway 99.
- o No auto access is allowed onto 16th Ave. S or 17th Ave. S.
- o Minimize access points on Highway 99.
- There is a Class III Seismic Hazard area on portions of this property. Development of this property must follow the Sensitive Areas Ordinance (KCC 21.54.120 - KCC 21.54.180).
- o 16th Ave. S and S 272nd St. are secondary arterials. Dedicate additional right-of-way sufficient to provide forty-two feet from their centerlines. Dedicate additional right-of-way sufficient to provide fifty feet from the centerline along Highway 99, a major arterial.
- Curbs, gutters, sidewalks and street trees are required along 16th Ave. S, S 272nd St. and Highway 99.
   See Section 2D of the area zoning introduction for street tree standards.
- Provide a pedestrian connection from the sidewalk to the principal building entrances. See Section 2D of the area zoning introduction for design criteria.
- o Pedestrian and bicycle access must be provided from 16th Ave. S and 17th Ave. S. The access must be clearly marked for pedestrian and bicycle use only and provide a direct link from those streets to the principal building entrances. Development criteria for pedestrian access through parking lots is outlined in Section 2D of the area zoning introduction.
- Design the lighting to minimize light intrusion into residences to the north and west.
- Access for service vehicles, including but not limited to garbage trucks and delivery trucks, cannot occcur between the building and adjacent residences along the north property line.

## B-C to C-G-P

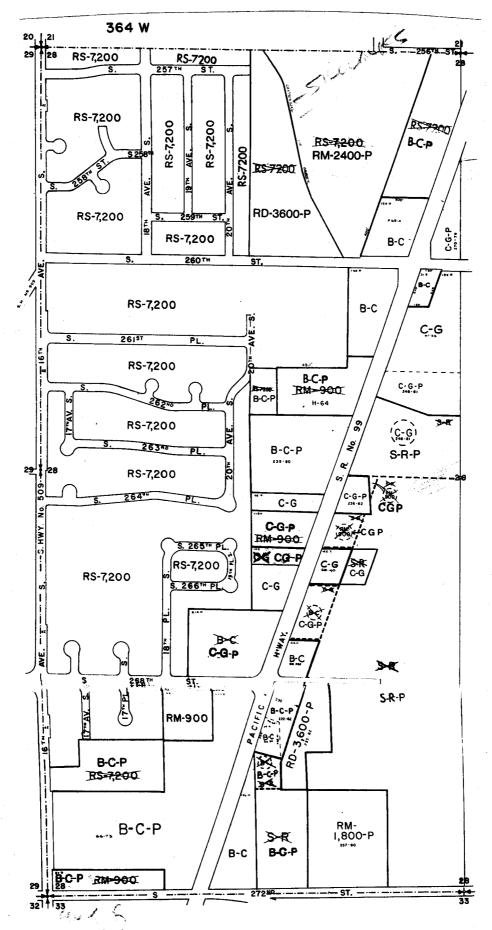
In addition to the reclassification, the following development conditions were established on September 2, 1986 (Ordinance 7746):

- Highway 99 is a major arterial. Dedicate additional right-of-way sufficient to provide fifty feet from its centerline.
- O Curbs, gutters, sidewalks and street trees are required along Highway 99. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalk to the principal building entrances. See Section 2D of the area zoning introduction for design criteria.
- There are three properties affected by this reclassification. Design of these sites shall allow access to be shared with the abutting property.

#### RM-900 and C-G to CG-P

In addition to the reclassification, the following development conditions were established on September 2, 1986 (Ordinance 7746):

- o Highway 99 is a major arterial. Dedicate additional right-of-way sufficient to provide fifty feet from its centerline.
- O Curbs, gutters, sidewalks and street trees are required along Highway 99. See Section 2D of the area zoning introduction for street tree standards.
- O Provide a pedestrian connection from the sidewalk to the principal building entrances. See Section 2D of the area zoning introduction for design criteria.
- There are three properties affected by this reclassification. Design of these sites shall allow access to be shared with the abutting property.



W 28-22-4

#### E 28-22-4

# RS-7200 (pot C-G) to C-G

This parcel is surrounded by developed, high density uses. This reclassification is consistent with Federal Way policy FW #58 pertaining to compatibility of adjacent lands uses.

### S-R to S-R-P

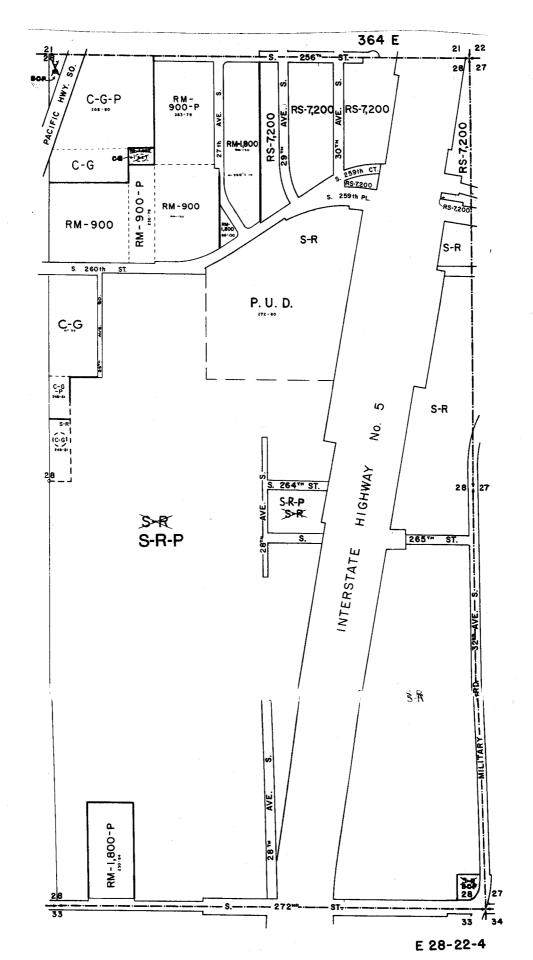
The purpose of this reclassification is to add development conditions. In order to protect Lower Puget Sound Wetland No. 2, the following development condition was established on September 2, 1986 (Ordinance 7746):

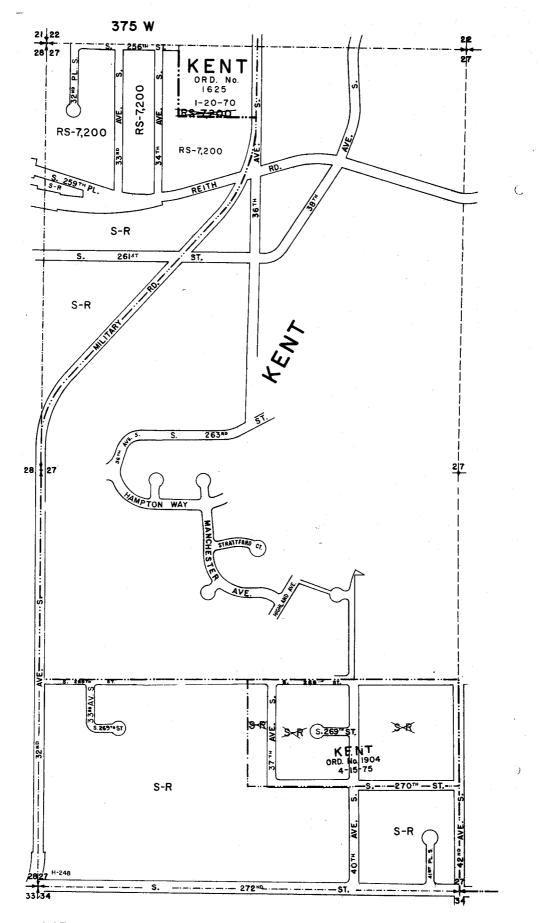
o There is an Unique and Outstanding (no. 1) Wetland on all or portions of this area. Development of these properties must follow the Sensitive Areas Ordinance (KCC 21.54.120 - KCC 21.54.180).

### S-R to B-C-P

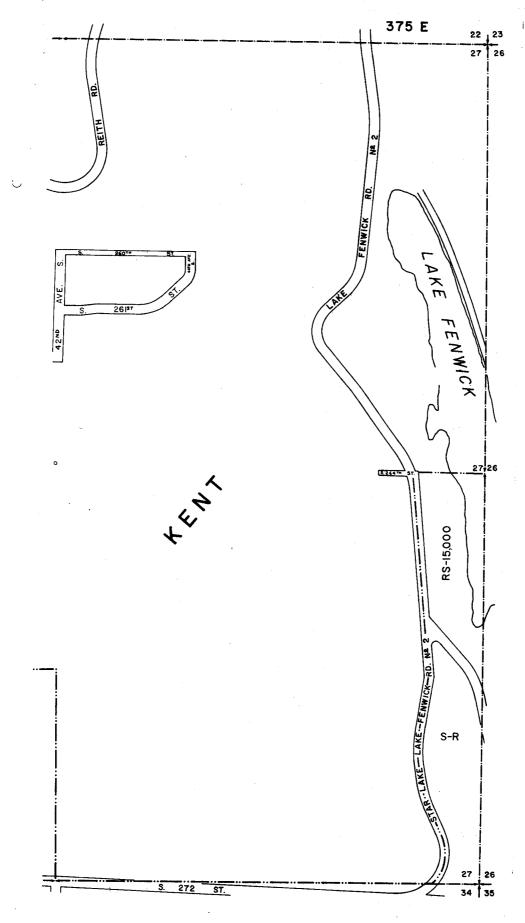
This reclassification is consistent with Federal Way policy FW #66 and FW #67 pertaining to established focal points and meets the goal of establishing new neighborhood commercial centers east of interstate 5. To encourage smooth traffic flow and pedestrian access, the following development conditions were established on September 2, 1986 (Ordinance 7746):

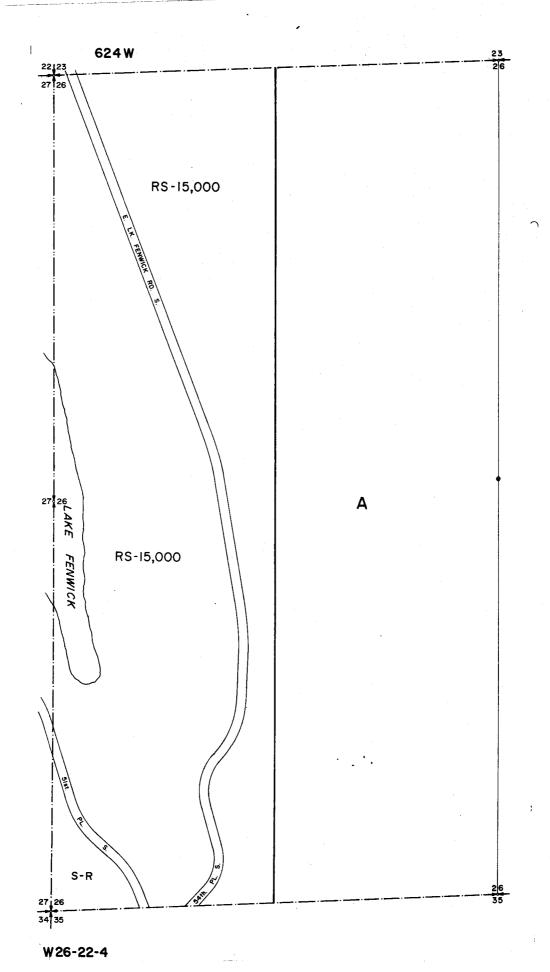
- o South 272nd St. is a major arterial. Dedicate additional right-of-way sufficient to provide fifty feet from its centerline. For Military Rd. S, a secondary arterial, dedicate additional right-of-way to provide forty-two feet from its centerline.
- o Curbs, gutters, sidewalks and street trees are required along S 272nd St. and Military Rd. S. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalk to the building entrance. See Section 2D of the area zoning introduction for design criteria.

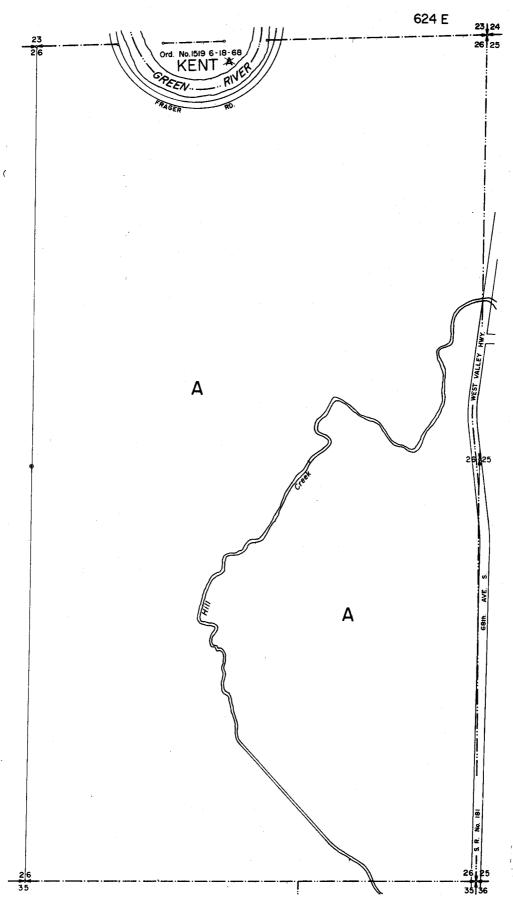


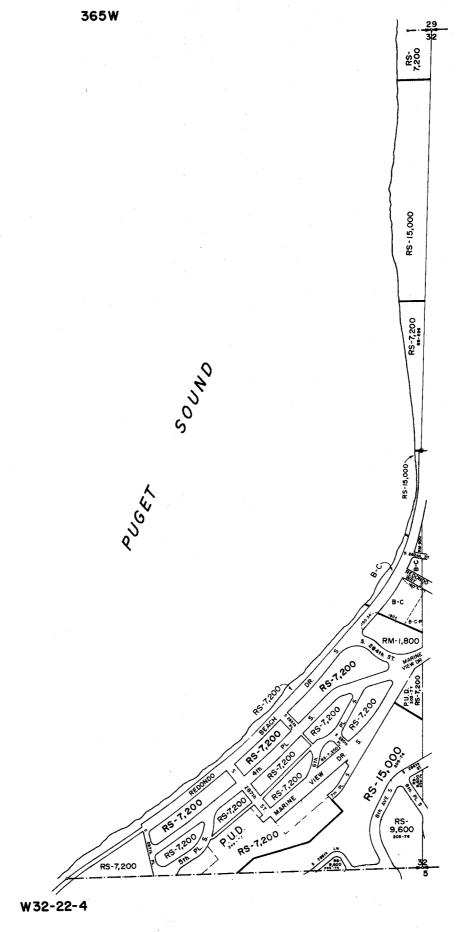


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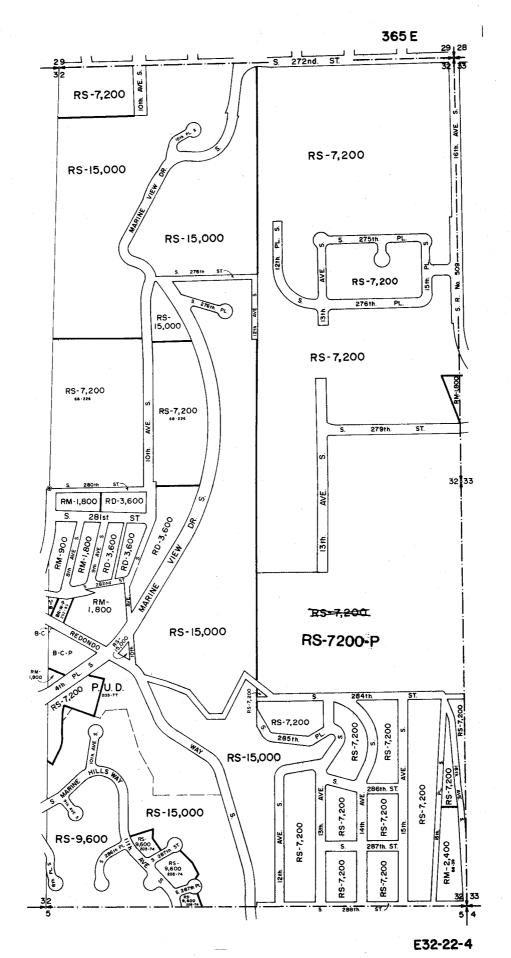






# RS-7200 to RS-7200-P

There are an Erosion Hazard Area, Class II Seismic Hazard Area and Unique and Outstanding (#1) Wetland on portions of this property. Development must follow the Sensitive Areas Ordinance (KCC 21.54.120-180).



#### W 33-22-4

## S-R to RM-1800-P (Property 1)

This reclassification is consistent with Federal Way policy FW #33 pertaining to proximity of freeways, major arterials, commercial areas and open spaces. To encourage pedestrian access, the following development conditions were established on September 2, 1986 (Ordinance 7746):

- o South 272nd St. is a major arterial. Dedicate additional right-of-way sufficient to provide fifty feet from its centerline. For Star Lake Rd., a collector arterial, dedicate additional right-of-way sufficient to provide thirty feet from its centerline.
- o No direct access to S 272nd St. is allowed.
- o Provide a pedestrian connection from the sidewalk to the principal building entrances. See Section 2D of the area zoning introduction for design criteria.

## S-R to RM-1800-P (Property 2)

This reclassification is consistent with Federal Way policy FW #33 pertaining to proximity of freeways, major arterials, commercial areas and open spaces. To encourage pedestrian access, the following development conditions were established on September 2, 1986 (Ordinance 7746):

- o South 272nd St. is a major arterial. Dedicate additional right-of-way sufficient to provide fifty feet from its centerline. For Star Lake Rd., a collector arterial, dedicate additional right-of-way sufficient to provide thirty feet from its centerline.
- o Individual properties must share access with abutting property to minimize access points onto S 272nd St.
- o Provide a pedestrian connection from the sidewalk to the principal building entrances. See Section 2D of the area zoning introduction for design criteria.

#### S-R to RM-1800-P (Property 3)

This reclassification allows for high density multifamily development adjacent to a commercial area and near a freeway interchange. This is consistent with Federal Way policy FW #33 pertaining to proximity of freeways, major arterials and commercial areas. To address auto and pedestrian access concerns, the following development conditions were established on September 2, 1986 (Ordinance 7746):

- o A circulation plan must be approved by the King County Department of Public Works prior to permit approval. This plan shall provide an opportunity for joint circulation and joint access to Star Lake Rd. with the RM-2400-P parcel to the east.
- o Provide a pedestrian connection from the sidewalk to the building entrance. See Section 2D of the area zoning introduction for design criteria.

## S-R to RM-1800

This reclassification allows for high density multifamily development adjacent to a commercial area and near a freeway interchange. This is consistent with Federal Way policy FW #33 pertaining to proximity of freeways, major arterials and commercial areas.

# S-R to RM-2400-P

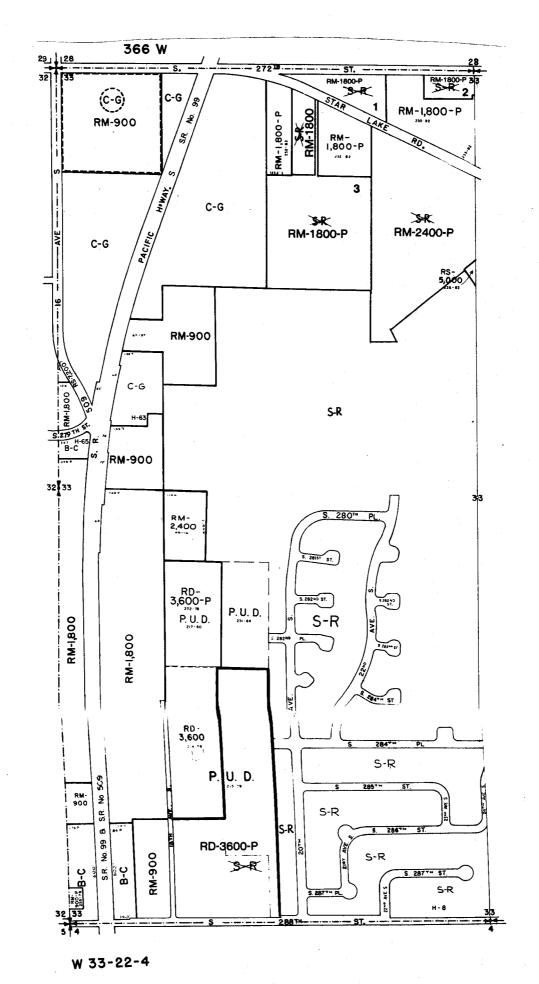
This reclassification allows medium density multifamily development, which is consistent with Federal Way policy FW #33 pertaining to transitional areas. To address auto and pedestrian access concerns, the following development conditions were established on September 2, 1986 (Ordinance 7746):

- o Star Lake Rd. is a collector arterial. Dedicate additional right-of-way sufficient to provide thirty feet from its centerline.
- o Curbs, gutters, sidewalks and street trees are required along Star Lake Rd. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalk to the building entrance. See Section 2D of the area zoning introduction for design criteria.
- o A circulation plan must be approved by the King County Department of Public Works prior to permit approval. This plan shall provide an opportunity for joint circulation and joint access to Star Lake Rd. with the RM-1800-P parcel to the west.

## S-R to RD-3600-P

This reclassification is consistent with Federal Way policies FW #32 and FW #33 and is consistent with the existing pattern of development. To address auto and pedestrian access concerns, the following development conditions were established on September 2, 1986 (Ordinance 7746):

- o Curbs, gutters, sidewalks and street trees are required along S 288th St. and 18th Ave. S. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalks to the principal building entrances. See Section 2D of the area zoning introduction for design criteria.
- o 18th Ave. S is a local access street. Dedicate an additional twenty-four feet of right-of-way from its centerline. Construct the remaining half street consistent with King County road standards.



## S-R to RM-1800-P

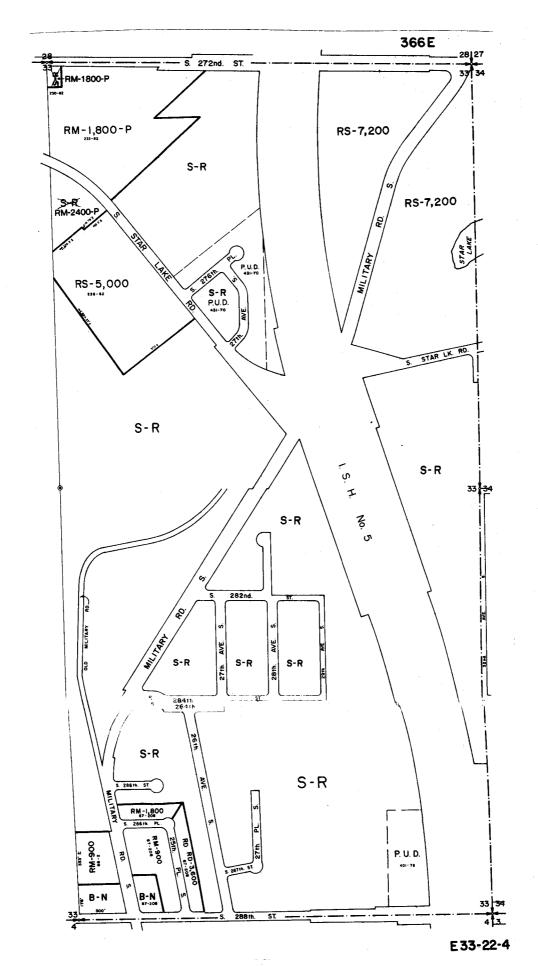
This reclassification is consistent with Federal Way policy FW #33 pertaining to proximity of freeways, major arterials, commercial areas and open spaces. To encourage pedestrian access, the following development conditions were established on September 2, 1986 (Ordinance 7746):

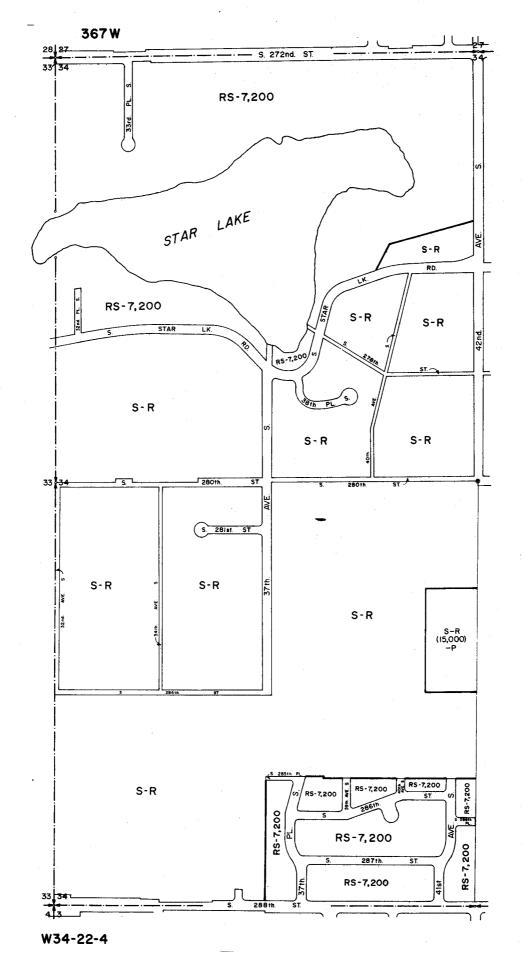
- o South 272nd St. is a major arterial. Dedicate additional right-of-way sufficient to provide fifty feet from its centerline. For Star Lake Rd., a collector arterial, dedicate additional right-of-way sufficient to provide thirty feet from its centerline.
- o Individual properties must share access with abutting property to minimize access points onto S 272nd St.
- o Provide a pedestrian connection from the sidewalk to the principal building entrances. See Section 2D of the area zoning introduction for design criteria.

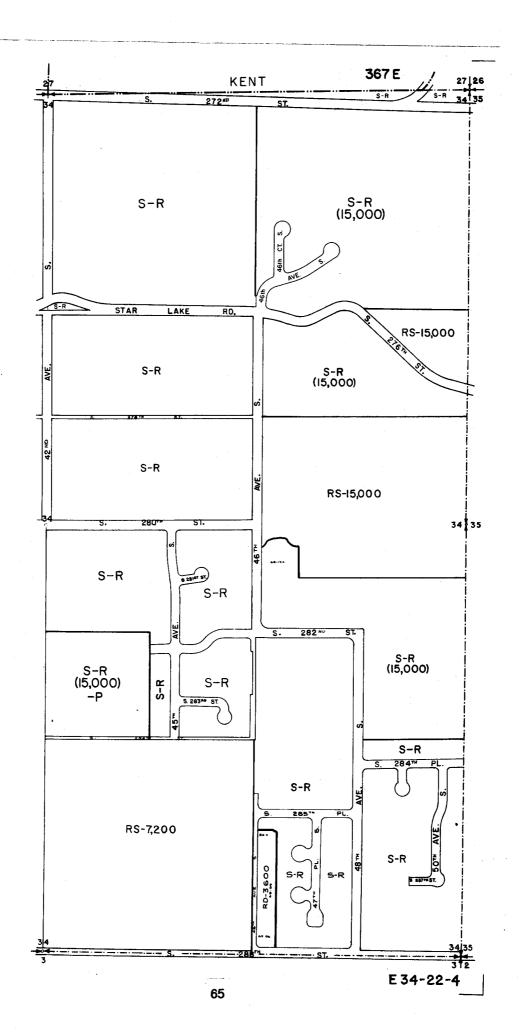
### S-R to RM-2400-P

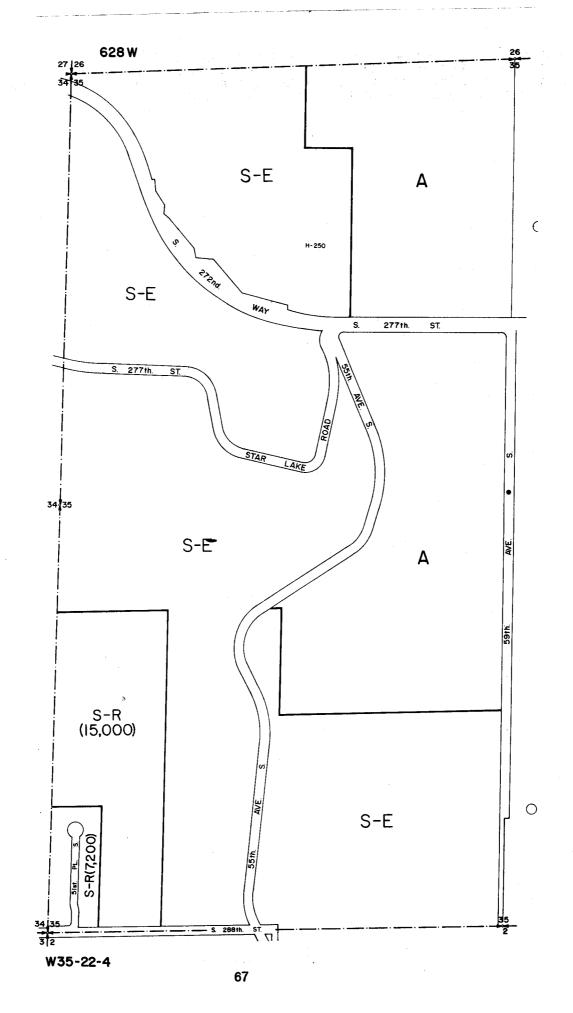
This reclassification allows medium density multifamily development. This change is consistent with Federal Way policy FW #33 pertaining to transitional areas. To address auto and pedestrian access concerns, the following development conditions were established on September 2, 1986 (Ordinance 7746):

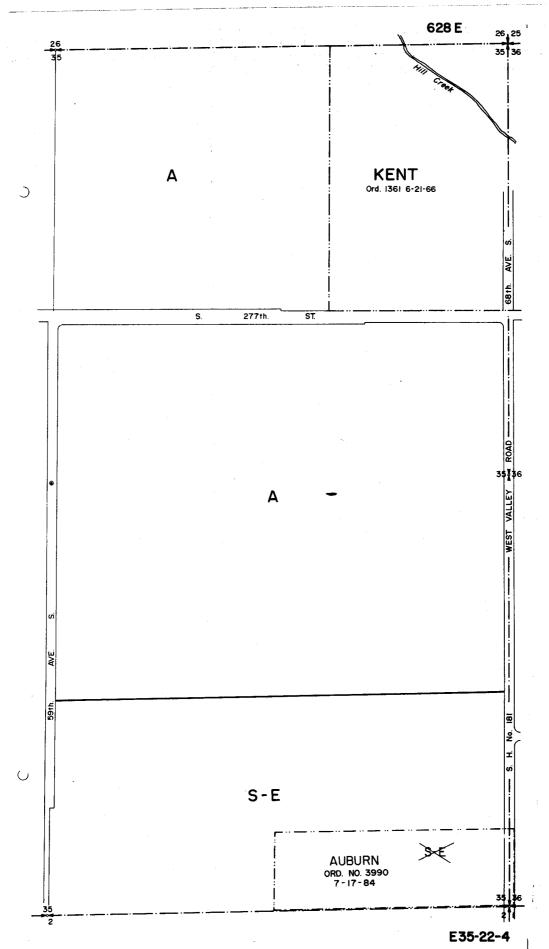
- o Star Lake Rd. is a collector arterial. Dedicate additional right-of-way sufficient to provide thirty feet from its centerline.
- o Curbs, gutters, sidewalks and street trees are required along Star Lake Rd. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalk to the building entrance. See Section 2D of the area zoning introduction for design criteria.
- o A circulation plan must be approved by the King County Department of Public Works prior to permit approval. This plan shall provide an opportunity for joint circulation and joint access to Star Lake Rd. with the RM-1800-P parcel to the west.

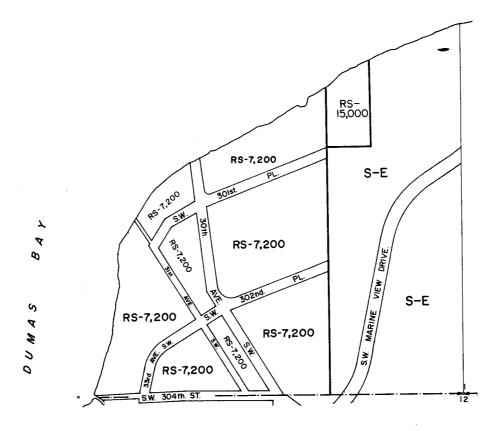








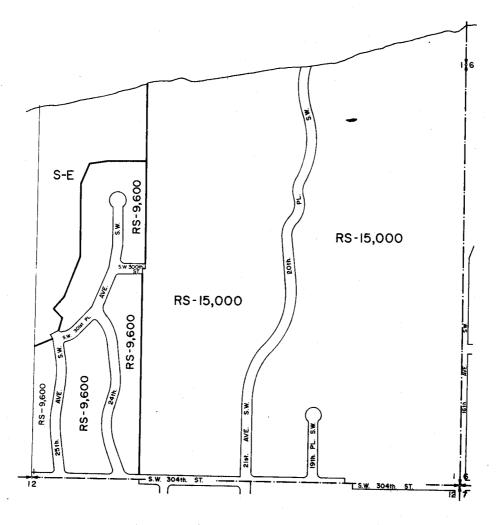




W 1-21-3

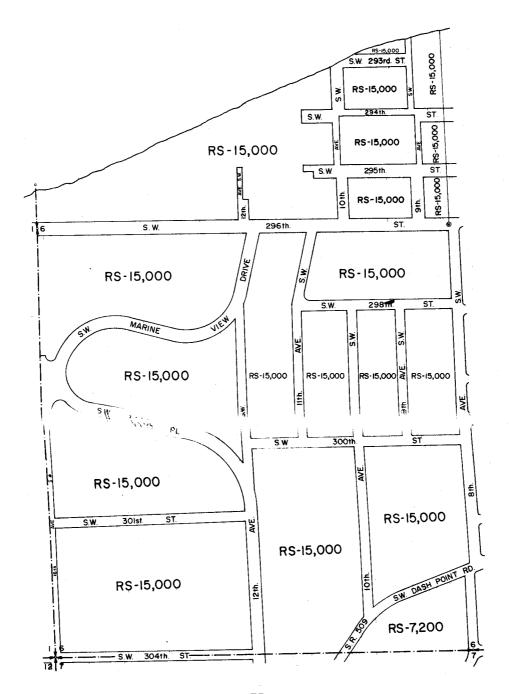
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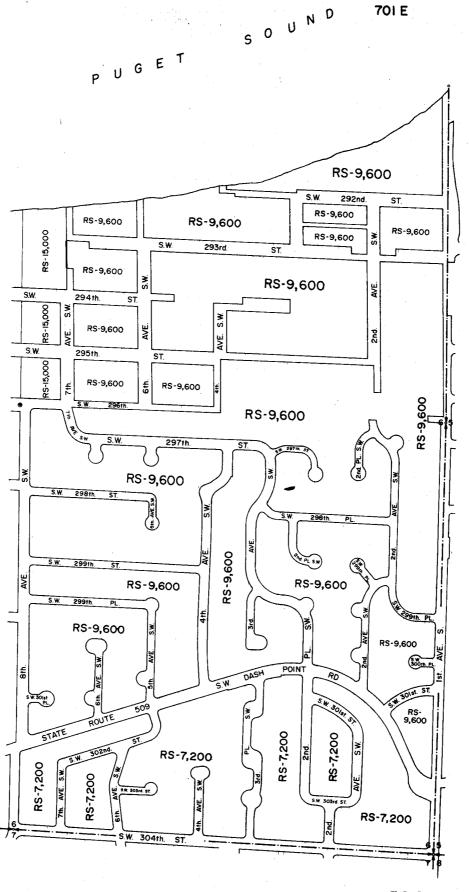
S O U N D P U G E T

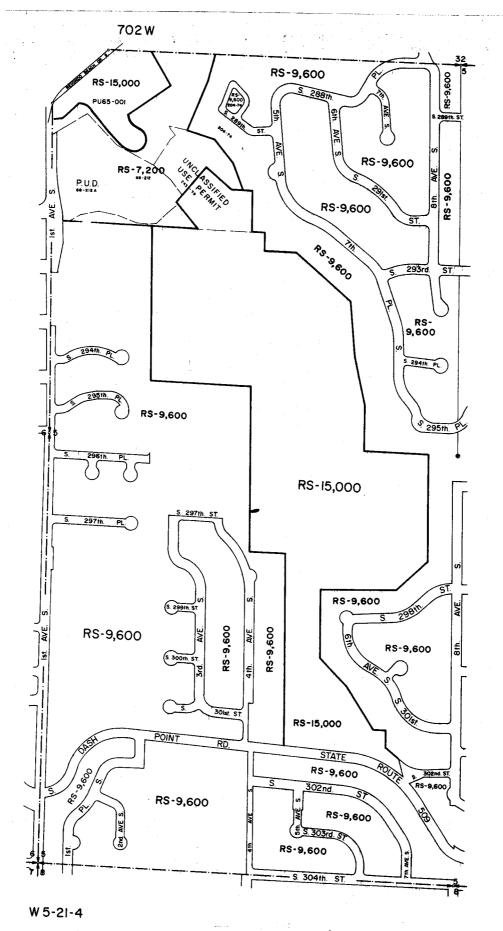


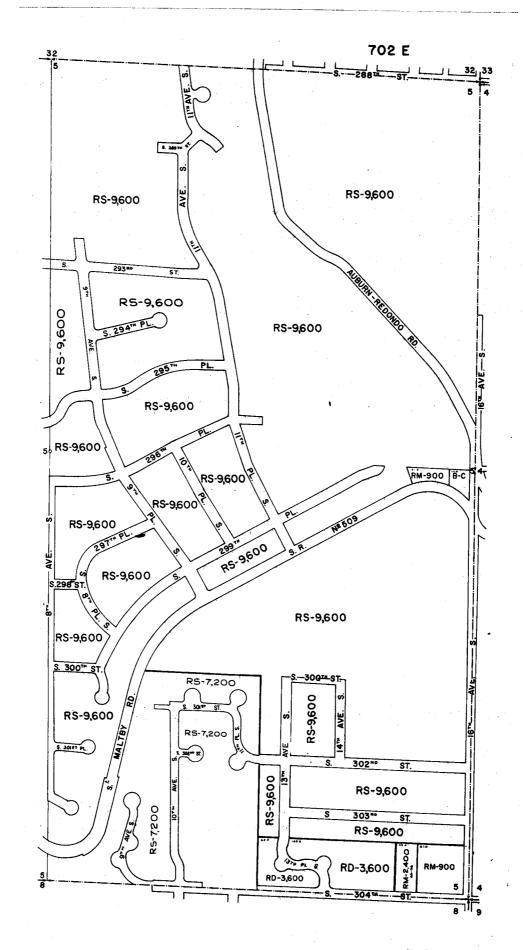
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s o u N D









E 5-21-4

#### RM-900 to B-C-P

This reclassification is consistent with: 1) Federal Way policy #66 pertaining to adjacent land uses, and 2) the existing character of Highway 99. This change will allow an existing office development to provide retail services. If redevelopment occurs, the following development conditions which were established on September 2, 1986 (Ordinance 7746) shall apply:

- o Highway 99 is a major arterial. Dedicate additional right-of-way sufficient to provide fifty feet from its centerline.
- o Curbs, gutters, sidewalks and street trees are required along Highway 99. See Section 2D of the area zoning introduction for street tree standards.
- o if possible, access to this property shall be shared with the business-zoned property to the north.
- o Provide a pedestrian connection from the sidewalk to the building entrance. See Section 2D of the area zoning introduction for design criteria.

### RM-900 to B-C

This reclassification is consistent with: 1) Federal Way policy FW #66 pertaining to adjacent land uses, and 2) the existing character of Highway 99. This change will allow retail services on this property.

### B-C to B-C-P (pot BRC-P)

The purpose of this reclassification is to add development conditions and a potential designation.

To encourage better traffic flow and provide pedestrian access along Highway 99, the following development conditions were established on September 2, 1986 (Ordinance 7746):

- o Curbs, gutters, sidewalks and street trees are required along Highway 99 and 16th Ave. S. See Section 2D of the area zoning introduction for street tree standards.
- Highway 99 is a major arterial. Dedicate additional right-of-way sufficient to provide fifty feet from its centerline.
   For 16th Ave. S, a local access street, dedicate additional right-of-way sufficient to provide twenty-four feet from the centerline.
- o Provide a pedestrian connection from the sidewalk to the building entrance. See Section 2D of the area zoning introduction for design criteria.

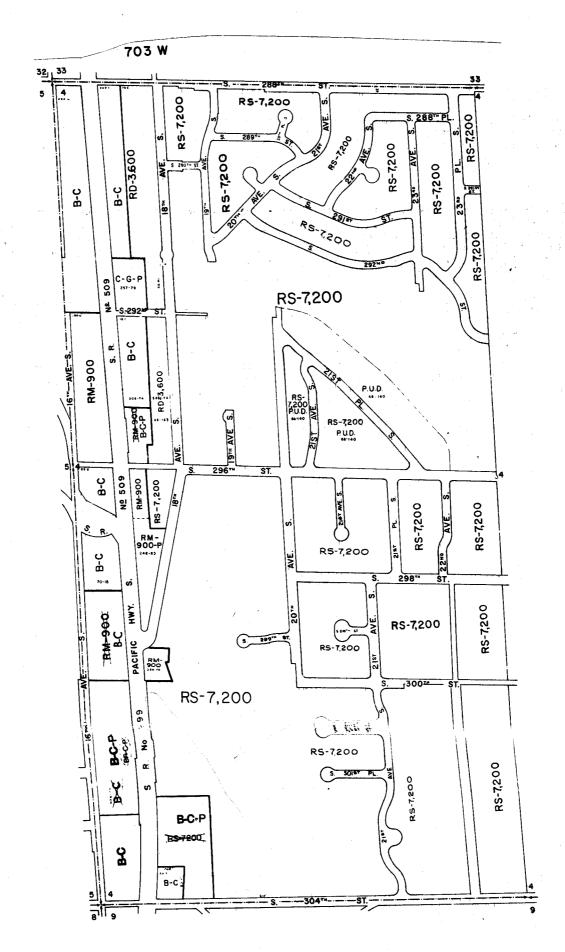
The updated Federal Way Community Plan recognizes mixed-use development as an attractive and innovative way to meet Federal Way's housing and shopping needs. The potential zone designation recognizes this site as uniquely suited to this use without precluding strictly commercial development. At the time of rezone approval, the auto and pedestrian access requirements established for the outright zone shall be applied to the potential zone. In addition, the following development conditions shall be established:

- o Residential auto access is limited to 16th Ave. S.
- o Commercial auto access is limited to Highway 99.

### RS-7200 to B-C-P

This reclassification expands the existing commercial area. This is consistent with Federal Way policy FW #66 pertaining to compatibility with adjacent land uses and serving associated communities. On this site, the developable portions are small and separated from the adjacent residential area by an Unique and Outstanding (no. 1) Wetland. Thus it relates closely to the established development pattern along this section of Highway 99. In order to address wetland and auto and pedestrian access concerns, the following development conditions were established on September 2, 1986 (Ordinance 7746):

- o There is an Unique and Outstanding (no. 1) Wetland on all or portions of this property. Development of this property must follow the Sensitive Areas Ordinance (KCC 21.54.120 KCC 21.54.180).
- O A drainage plan shall be approved by the King County Surface Water Management Division. It shall identify the development's impacts on Hylebos Wetland No. 2 and commit the developer to providing mitigation measures.
- No existing vegetation shall be removed from the site until a site plan is approved. Whenever possible, retain existing significant vegetation.
- o Dedicate additional right-of-way sufficient to provide fifty feet from the centerline of Highway 99, a major arterial, and thirty feet from S 304th St., a collector arterial.
- o If possible, access to Highway 99 and S 304th St. should be shared with the adjacent commercially-zoned property.
- o Curbs, gutters, sidewalks and street trees are required along Highway 99 where the grade allows and along S 304th St. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalk to the building entrance. See Section 2D of the area zoning introduction for design criteria.



W 4-21-4

### E 4-21-4

## S-R-to RM-2400

This reclassification is consistent with Federal Way policies FW #32, 33 and 36, which require that multifamily housing developments be supported by urban facilities and services and guide where such developments shall be located. This change will allow multifamily housing at a density of eighteen dwelling units per acre.

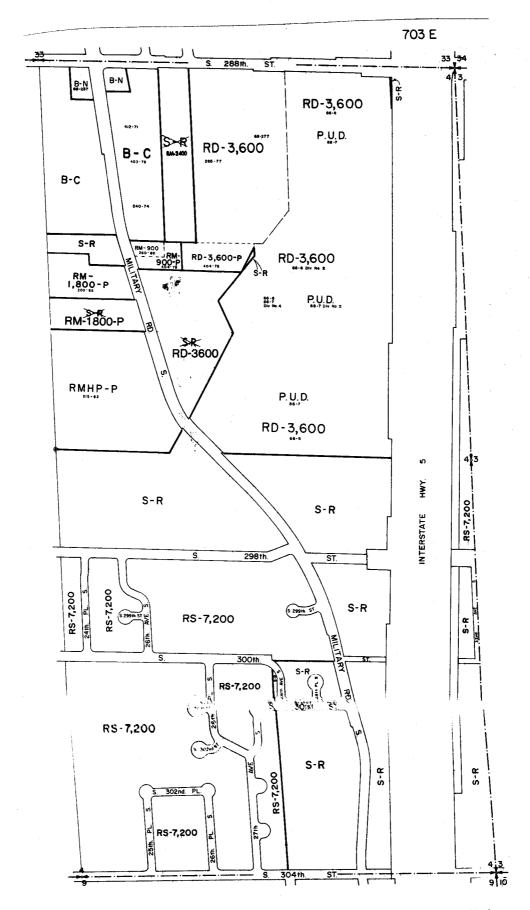
### S-R to RM-1800-P

This reclassification is consistent with Federal Way policies FW #32, 33 and 35, which require that multifamily housing developments be supported by urban facilities and services and guide where such developments shall be located. This change will allow multifamily housing at a density of twenty-four dwelling units per acre. In addition, the following development condition requires that when the rezone was granted on September 2, 1986 (Ordinance 7746) the property owner would:

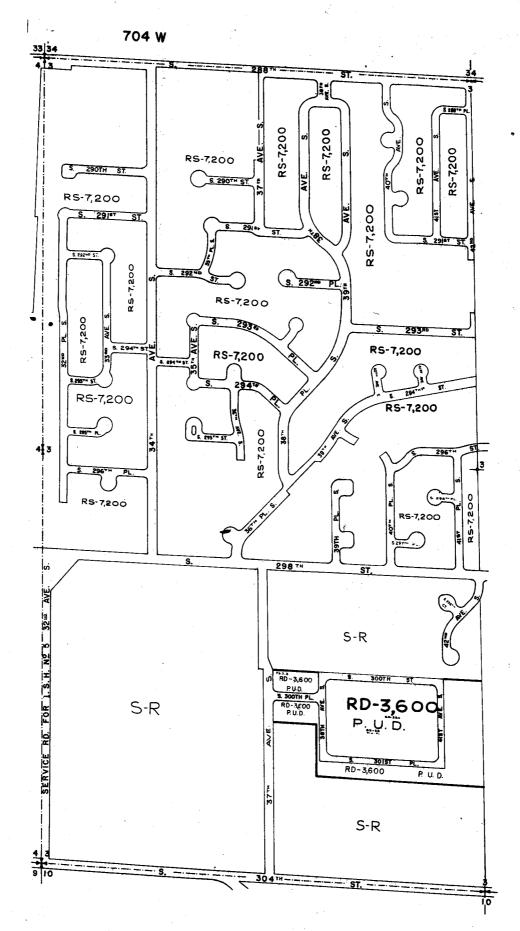
 Dedicate sufficient property to provide an additional twelve feet of right-of-way on Military Rd. S.

## S-R to RD-3600

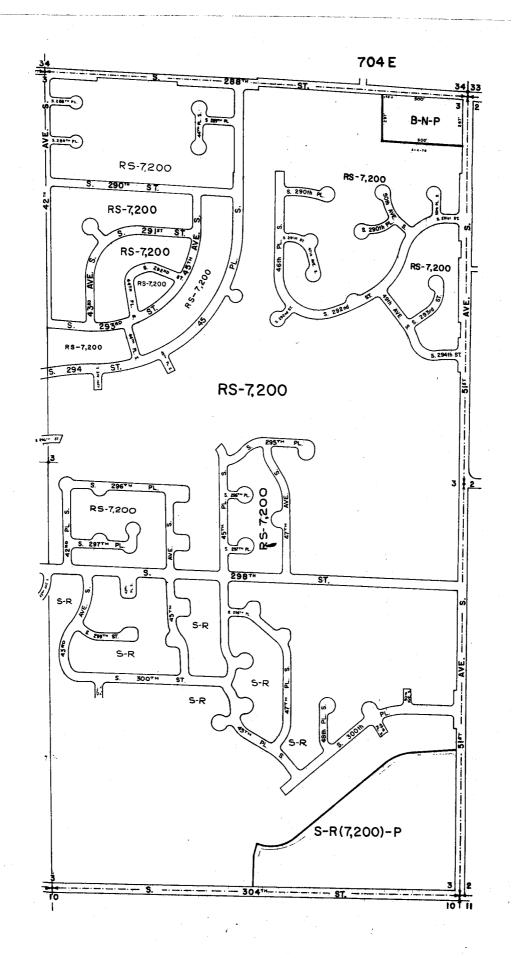
This reclassification is consistent with Federal Way policies #32, 33 and 36, which require that multifamily housing developments be supported by urban facilities and services and guide where such developments shall be located. This change will allow multifamily housing at a density of twelve dwelling units per acre.



E 4-21-4



W 3-21 - 4

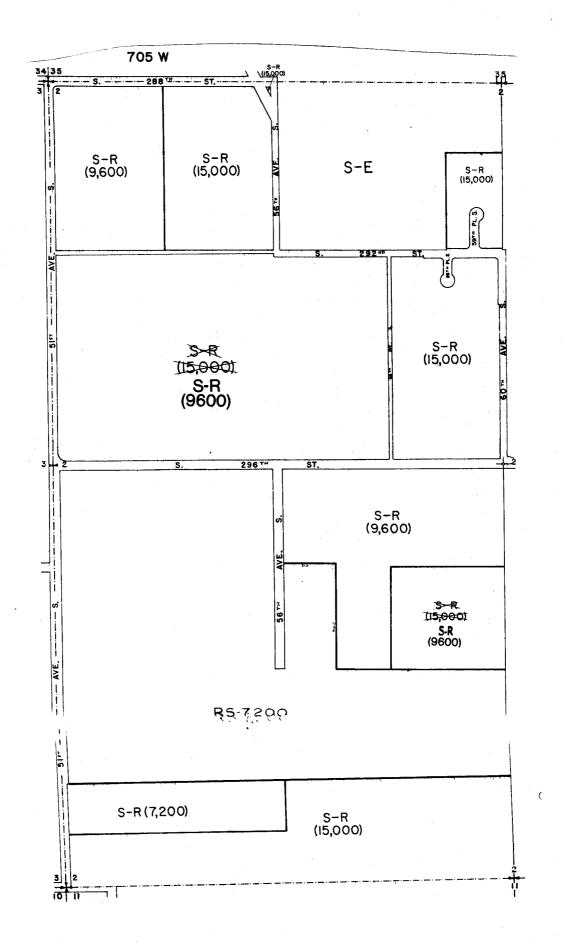


E3-21-4

### W 2-21-4

# S-R-15,000 to SR-9600

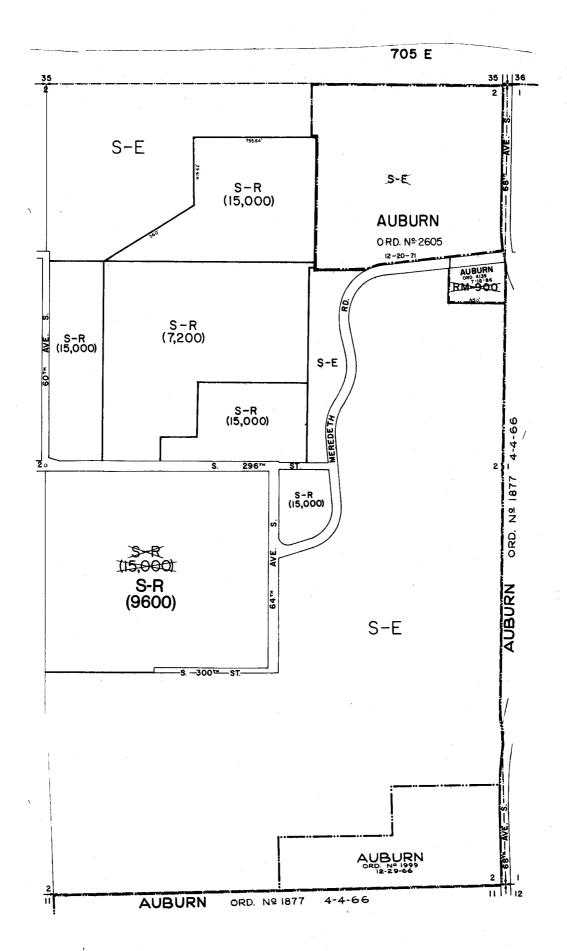
This reclassification will allow medium density single family residential development at three to four dwelling units per acre. As part of the King County Council's reclassification of these properties on September 2, 1986 (Ordinance 7746), the Council amended the Local Service Area (LSA) so that these properties are designated for sewer service.



W 2-21-4

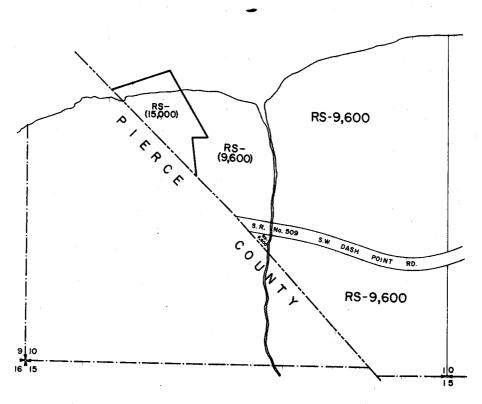
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# S-R-15,000 to SR-9600

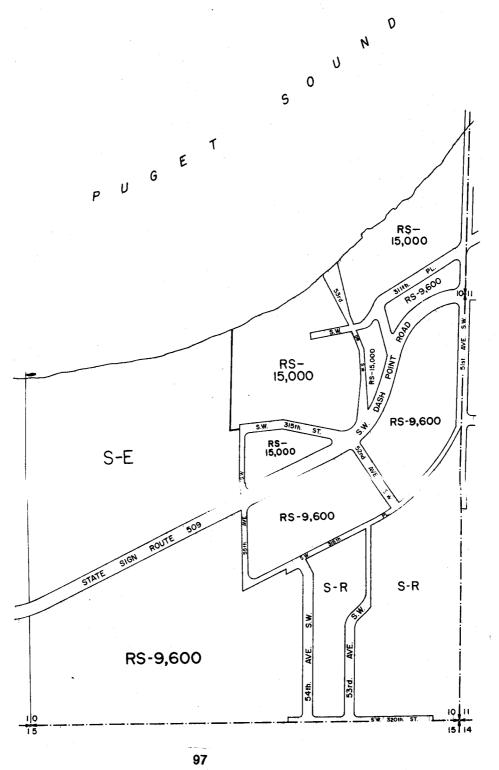


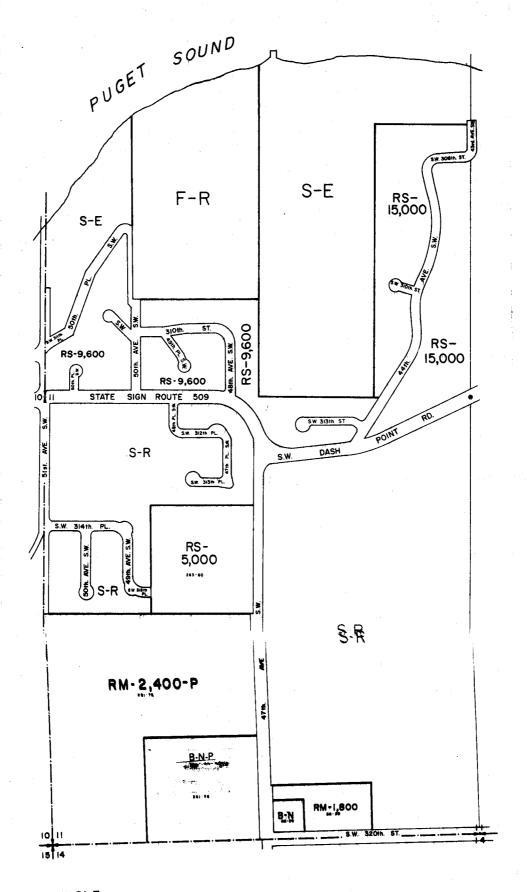
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S O U N E S O U N E T O G

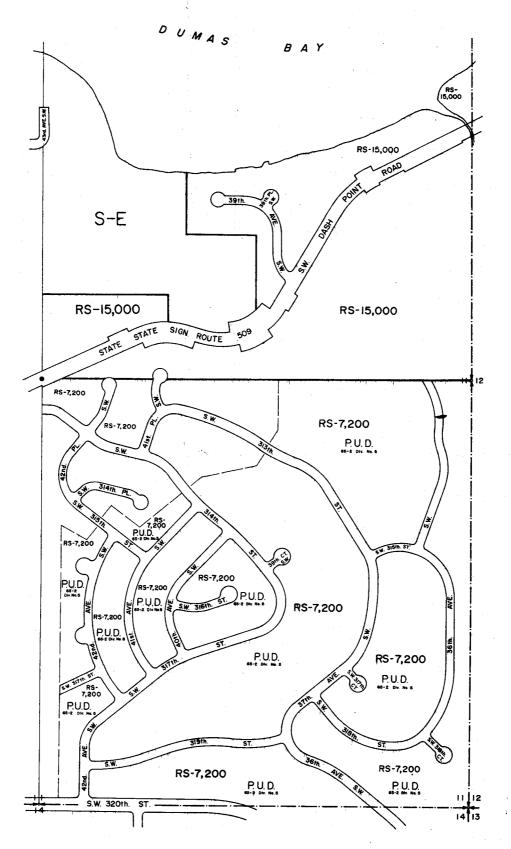


W10-21-3

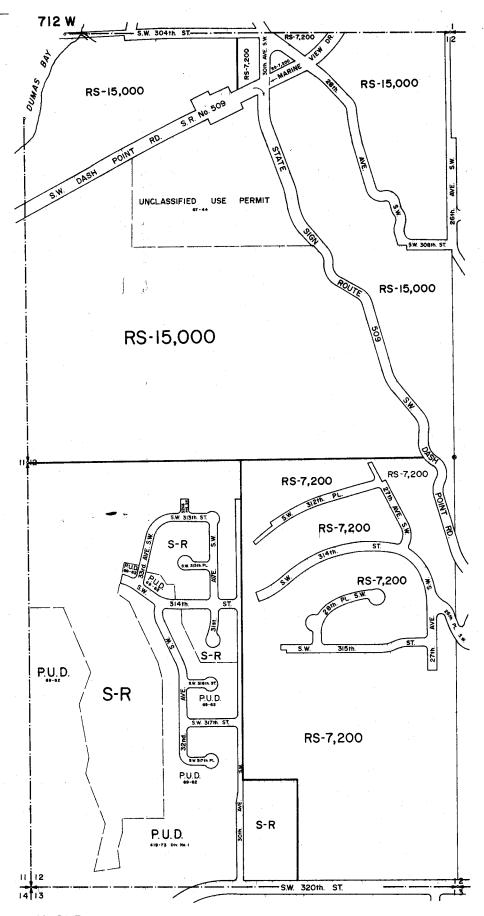




. W 11-21-3



E11-21-3

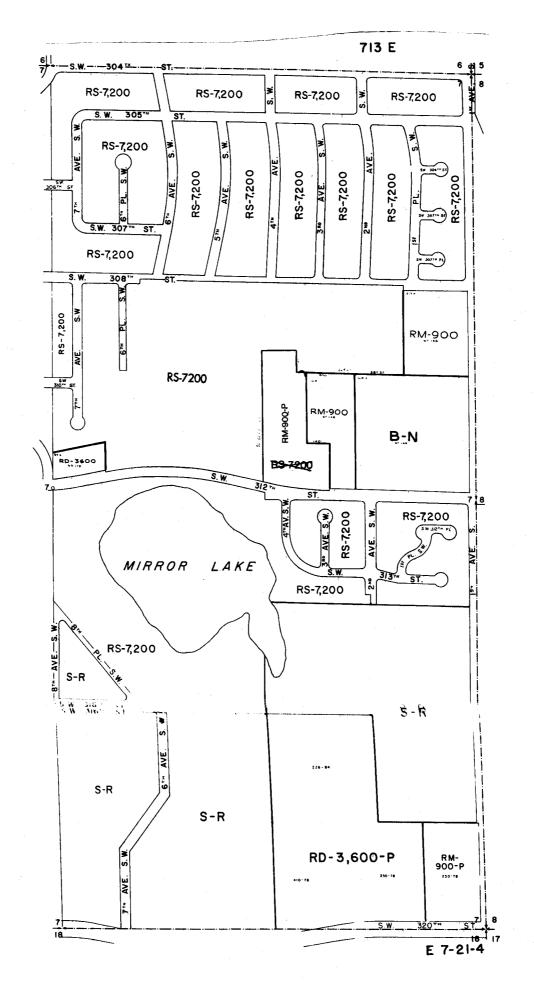


### E 7-21-4

## RS-7200 to RM-900-P

When the King County Council approved this reclassification (September 2, 1986, Ordinance 7746), it intended to help Bethel Temple create a church community by using this property and the properties on either side (zoned RS-7200 and RM-900). This community will include: a church, senior citizen housing, post-high school bible school, summer camp and medical-dental clinic. For this parcel, therefore, the Council approved the following development condition:

o Multifamily residential housing is limited to only senior citizen housing.



### B-N and RS-7200 to RM-900-P

This reclassification establishes a future professional office use for this property. When the reclassification was approved (September 2, 1986, Ordinance 7746), the following development conditions were established:

- o Limit use to professional office only.
- o S 312th St. and 1st Ave. S. are both secondary arterials. Dedicate additional right of way sufficient to provide forty-two feet from the centerline of both streets.
- o Curbs, gutters, sidewalks and street trees are required along 1st Ave. S and S 312th St. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalk to the building entrance. See Section 2D of the area zoning introduction for design criteria.
- o Development must preserve the natural drainage functions of the site.

### S-R to RM-2400-P

This reclassification allows for future medium density multifamily development and is consistent with: 1) Federal Way policy FW #32 pertaining to availability of services and proximity to a commercial area; and 2) policy FW #33 pertaining to transitional areas. When reclassification was approved (September 2, 1986, Ordinance 7746), the following development conditions were established:

- o 1st Ave. S and S 312th St. are both secondary arterials. Dedicate additional right-of-way sufficient to provide forty-two feet from the centerline of both streets.
- o Curbs, gutters, sidewalks and street trees are required along 1st Ave. S and S 312th St. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalk to the building entrance. See Section 2D of the area zoning introduction for design criteria.

#### S-R to S-R (pot RM-900-P) (Property 1)

This reclassification establishes a future professional office use for this property. The updated plan affirms support of this area as a professional office center for the following reasons: 1) the land use concept adopted in 1980 identified this area suitable for professional offices or apartments; and 2) the surrounding uses are offices, reinforcing the concept of this area as a professional office center. When the reclassification was approved (September 2, 1986, Ordinance 7746), the following development conditions were established:

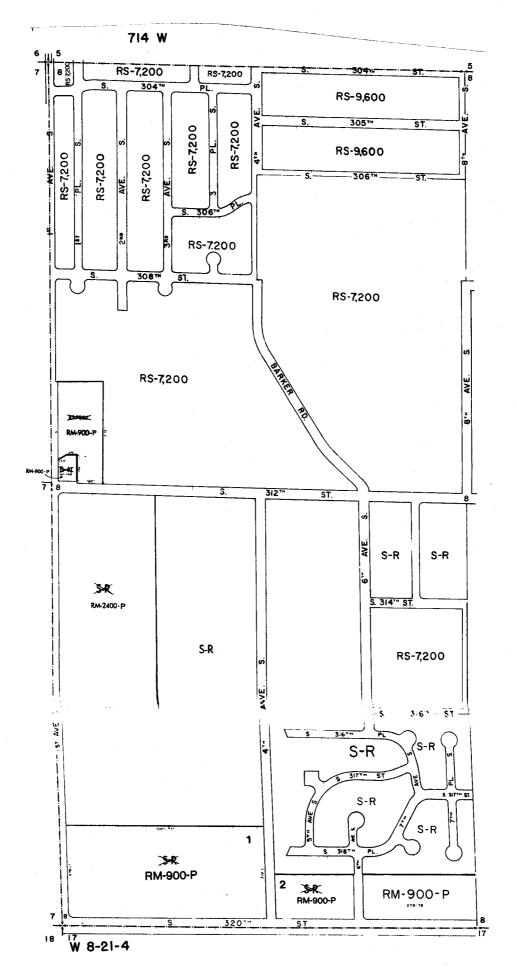
- o Limit use to professional office only.
- o Dedicate additional right-of-way sufficient to provide forty-two feet from the centerline on 1st Ave. S, a secondary arterial, and fifty feet from that of S 320th St., a major arterial.
- o Curbs, gutters, sidewalks and street trees are required along 1st Ave. S. Street trees are required along S 320th St. See Section 2D of the area zoning introduction for street tree standards.
- o Coordinate access to S 320th St. with driveways on the south side of S 320th St. in order to avoid off-set street intersection.
- o Provide a pedestrian connection from the sidewalk to the building entrance. See Section 2D of the area zoning introduction for design criteria.
- o This parcel's size (16.25 acres) and location (adjacent to a single family residential area) warrants increased buffering over that required by the Landscaping Ordinance (KCC 21.51). Provide buffering consistent with that required between a BC and RS zone.

#### S-R to RM-900-P (Property 2)

This reclassification establishes a future professional office use for this property. When the reclassification was approved (September 2, 1986, Ordinance 7746), the following development conditions were approved:

- o No residential development is allowed.
- o 4th Ave. S and 6th Ave. S are both local access streets. Dedicate right-of-way sufficient to provide twenty-four feet from centerline of these streets. For S 320th St., a major arterial, dedicate right-of-way sufficient to provide fifty feet from the centerline.
- o Curbs, gutters, sidewalks and street trees are required along 4th Ave. S and 6th Ave. S. Also, street trees are required along S 320th St. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalk to the building entrance. See Section 2D of the area zoning introduction for design criteria.

2

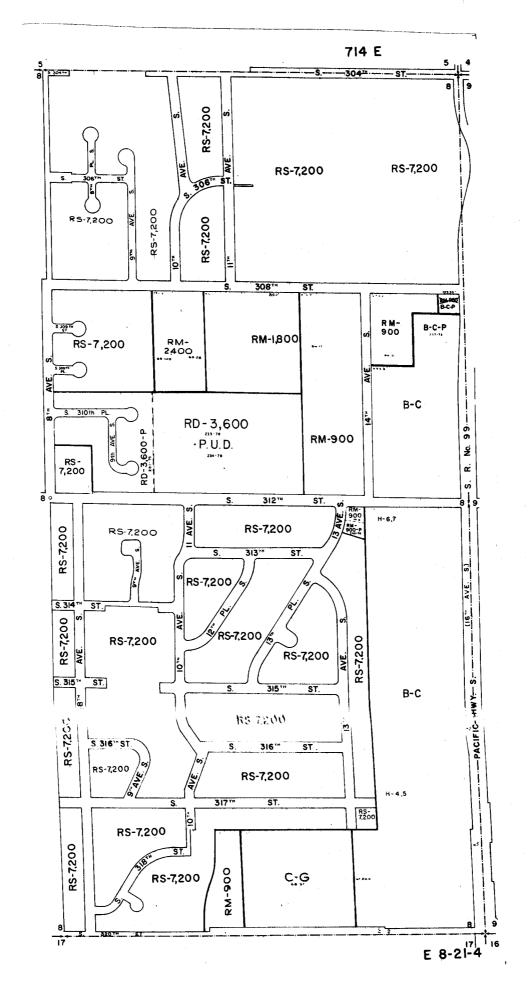


### E 8-21-4

## RM-900 to B-C-P

This reclassification will allow retail commercial uses in the existing building. When the King County Council approved this reclassification (September 2, 1986, Ordinance 7746), it approved the following development condition on the property:

o Before the site is converted to a business use, the existing building must meet conditions of King County's building and fire codes. Compliance will be reviewed at the time the applicant applies for a change-of-use permit.



# RM-900 to B-C-P (Property 1)

When the King County Council approved this reclassification (September 2, 1986, Ordinance 7746), it approved the following development condition on the property:

 Acceptable access onto Pacific Highway S shall be approved by the King County Department of Public Works.

# RM-900 to B-C-P (Property 2)

This reclassification is consistent with: 1) Federal Way policy FW #66 pertaining to urban services support and compatability with adjacent land uses; and 2) existing character of development along this portion of Highway 99. It allows for further commercial development along Highway 99. To address concerns about auto and pedestrian access, the following development conditions were established on September 2, 1986 (Ordinance 7746):

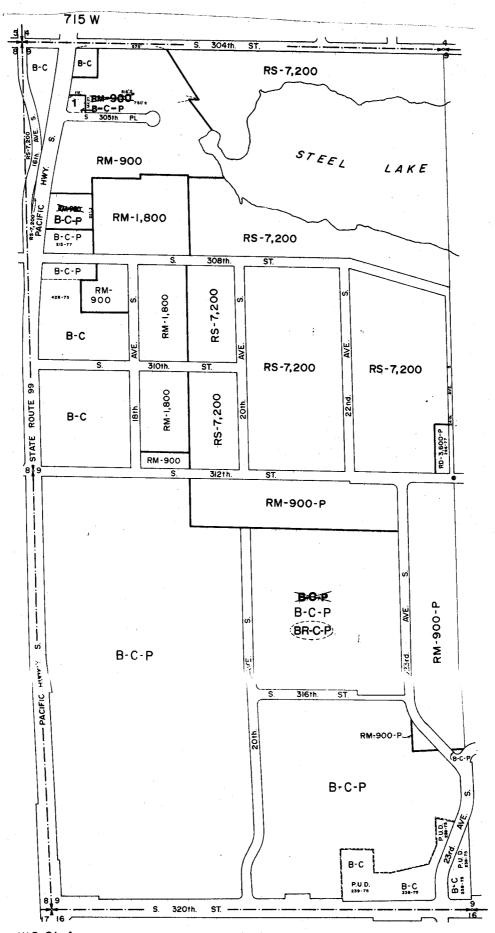
- o Highway 99 is a major arterial. Dedicate additional right-of-way sufficient to provide fifty feet from its centerline.
- o Curbs, gutters, sidewalks and street trees are required along Highway 99. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalk to the building entrances. See Section 2D of the area zoning introduction for design criteria.

# B-C to B-C-P (pot BR-C-P)

The purpose of this reclassification is to add development conditions and designate a potential zone. To address auto and pedestrian access concerns, the following development conditions were established on September 2, 1986 (Ordinance 7746):

- o Implement element no. 17 of the 1983 Federal Way Transportation Plan. This calls for development of a north/south road in the area between S 312th St. and S 320th St. Consult with the Department of Public Works for specific road alignments.
- o South 316th St. and 23rd Ave. S are both local access streets. Dedicate sufficient right-of-way to provide at least twenty-four feet from the centerline of both streets. Consult with the Department of Public Works for actual right-of-way requirements.
- o Curbs, gutters, sidewalks and street trees are required along 23rd Ave. S and S 316th St. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalk to the building entrance. See Section 2D of the area zoning introduction for design criteria.

The updated plan recognizes mixed use development as an attractive and innovative way to meet Federal Way's housing and shopping needs. The potential designation is intended to encourage mixed use development without precluding a strictly commercial use. The development conditions established for the outright zone shall also be applied to the potential zone at the time of rezone approval.



# S-R (pot. RM-2400) to RM-2400

This reclassification is consistent with Federal Way policies FW #32, which requires urban facilities and services, and FW #33, which guides where multifamily housing developments at a density of eighteen dwelling units per acre shall be located.

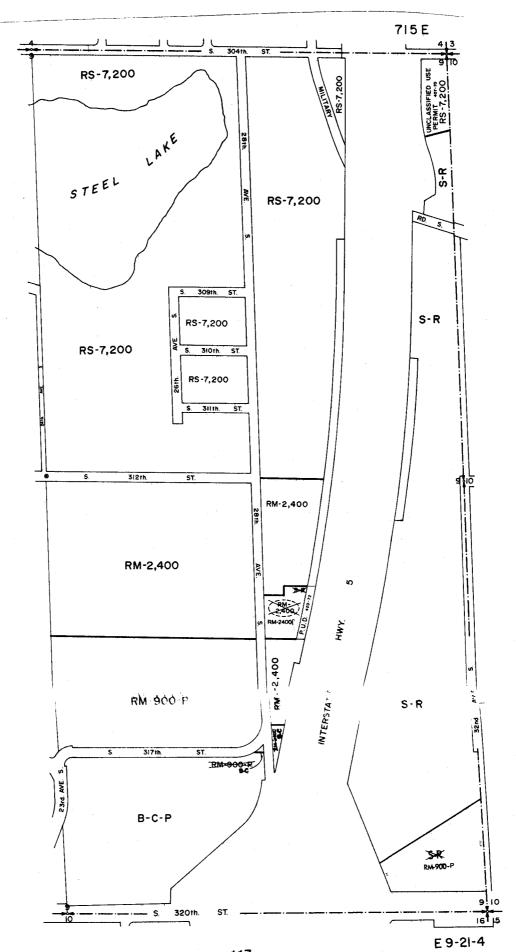
# RM-900-P and RM-2400 to B-C

This reclassification is consistent with Federal Way policy FW #66, which allows commercial development adjacent to compatible uses and requires urban facilities and services to support such development.

# S-R to RM-900-P

This reclassification is consistent with the land use concept adopted in 1980. The updated plan reaffirms the appropriateness of professional office use for this site. To address auto and pedestrian access and sensitive area concerns the following development conditions were established on September 2, 1986 (Ordinance 7746):

- o Limit use to professional office only.
- o 32nd Ave. S is a local access street and S 320th St. is a major arterial. Subject to review and approval by the King County Department of Public Works, dedicate additional right-of-way sufficient to provide twenty-four feet from the centerline of 32nd Ave. S and fifty feet from the centerline of S 320th St.
- o Construct a half street along 32nd Ave. S to King County road standards.
- o Curbs, gutters, sidewalks and street trees are required along 32nd Ave. S and S 320th St. See Section 2D of the area zoning introduction for street tree standards.
- o Limit auto access to one location on S 320th St. Conduct a traffic study to determine access location and traffic signal requirements.
- o Provide a pedestrian connection from the sidewalk to the principal building entrances. See Section 2D of the area zoning introduction for design criteria.
- o There is a Class III Seismic Hazard Area and Erosion Hazard Area on all or portions of this property. Development of this property must follow the Sensitive Areas Ordinance (KCC 21.54.120 KCC 21.54.180).



## W 10-21-4

#### S-R to RM-900-P

This reclassification is consistent with the land use concept adopted in 1980. The updated plan reaffirms the appropriateness of professional office use for this site. To address auto and pedestrian access and sensitive area concerns the following development conditions were established on September 2, 1986 (Ordinance 7746):

- o Limit use to professional office only.
- o 32nd Ave. S is a local access street and S 320th St. is a major arterial. Subject to review and approval by the King County Department of Public Works, dedicate additional right-of-way sufficient to provide twenty-four feet from the centerline of 32nd Ave. S and fifty feet from the centerline of S 320th St.
- o Construct a half street along 32nd Ave. S to King County road standards.
- o Curbs, gutters, sidewalks and street trees are required along 32nd Ave. S and S 320th St. See Section 2D of the area zoning introduction for street tree standards.
- Limit auto access to one location on S 320th St. Conduct a traffic study to determine access location and traffic signal requirements.
- o Provide a pedestrian connection from the sidewalk to the principal building entrances. See Section 2D of the area zoning introduction for design criteria.
- o There is a Class III Seismic Hazard Area and Erosion Hazard Area on all or portions of this property.

  Development of this property must follow the Sensitive Areas Ordinance (KCC 21.54.120 KCC 21.54.180).

#### S-R to RM-2400-P

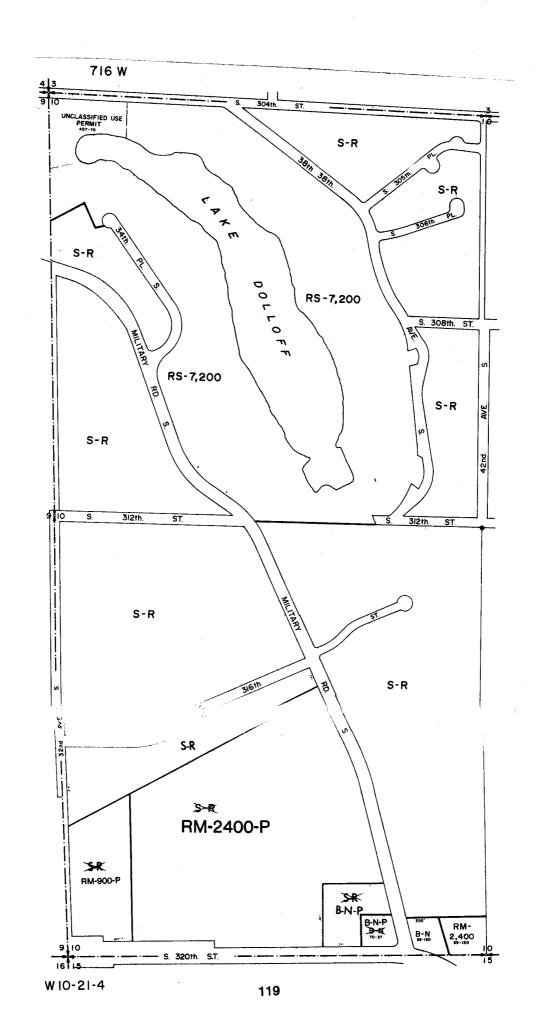
This reclassification expands the area designated for multifamily development as shown in the 1980 land use concept. The plan proposes this expansion for the following reasons: 1) this change is consistent with Federal Way policy FW #32 pertaining to availability of services and proximity to commercial areas, and policy FW #33 pertaining to transitional uses between office park and single family areas; 2) this area meets one goal of finding suitable land for multifamily development east of Interstate 5; and 3) the BPA transmission line easement that forms the northern boundary of this area provides a logical and effective buffer between single family and multifamily areas. To address auto and pedestrian access concerns, the following development conditions were established on September 2, 1986 (Ordinance 7746):

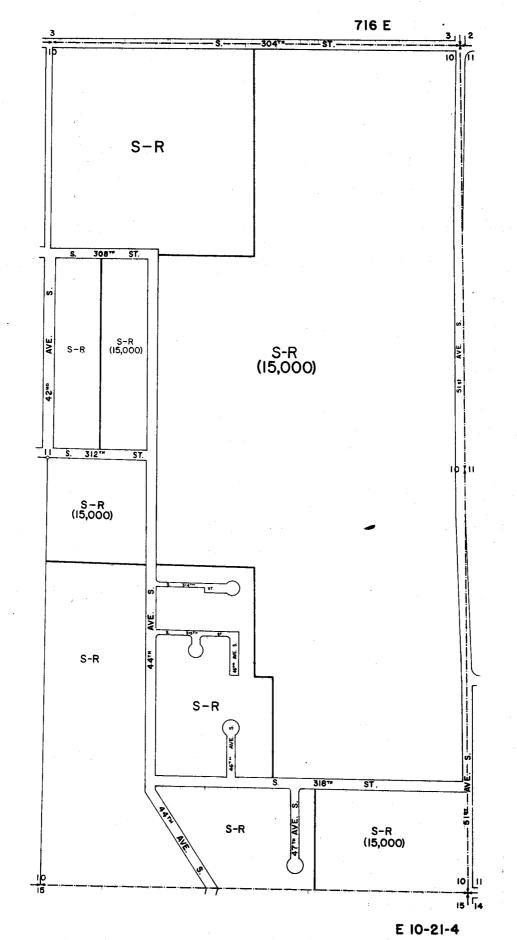
- o An internal circulation plan shall be approved by the King County Department of Public Works. This plan shall include consolidated access onto S 320th St. and Military Rd. S. Access on S 320th St. shall be limited to 32nd Ave. S and opposite 32nd Dr. S.
- o This project shall be evaluated for consistency with King County's Road Adequacy Standards. Specifically examine traffic impacts on the following: Military Rd. S, S 320th St. and the intersection of those two roads.
- o Military Rd. S is a collector arterial and S 320th St. is a major arterial. Dedicate sufficient rights-of-way to provide thirty feet from the centerline of Military Rd. S and fifty feet from the centerline of S 320th St.
- o Curbs, gutters, sidewalks and street trees are required along Military Rd. S and S 320th St. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalk to the principal building entrances. See Section 2D of the area zoning introduction for design criteria.

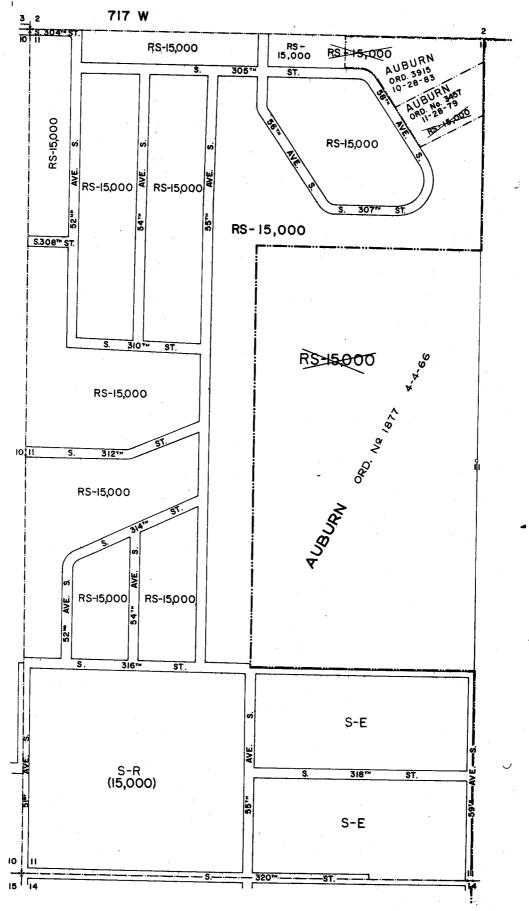
#### S-R and B-N to B-N-P

This reclassification expands an existing neighborhood commercial center. The plan supports neighborhood commercial centers as a means to help relieve congestion in the core area. This change is consistent with Federal Way policy FW #66 pertaining to recognized focal points, availability of services and compatibility with adjacent land uses. To address auto and pedestrian access concerns, the following development conditions were established on September 2, 1986 (Ordinance 7746):

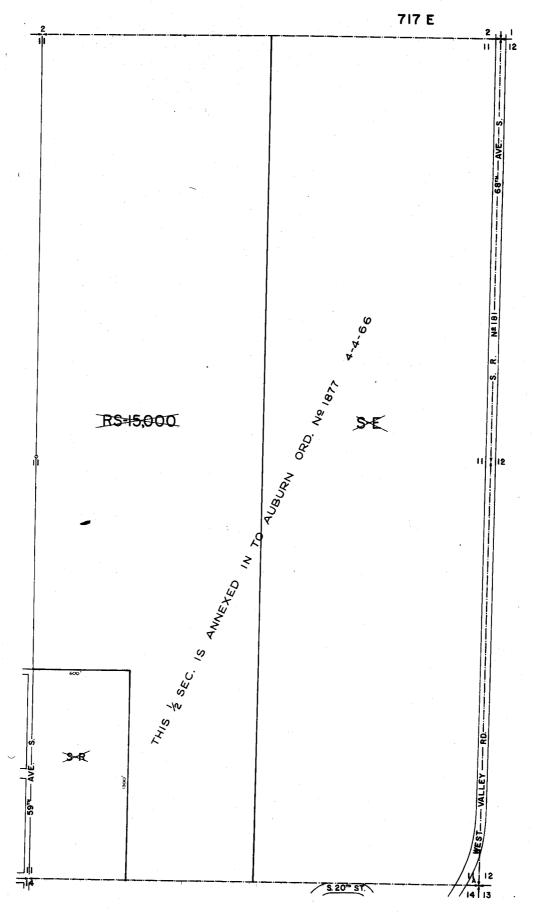
- o There are five properties affected by this change. These sites shall consolidate access onto S 320th St. and Military Rd. S.
- o Military Rd. S is a secondary arterial and S 320th St. is a major arterial. Dedicate sufficient rights-of-way to provide forty-two feet from the centerline of Military Rd. S and fifty feet from the centerline of S 320th St.
- o Curbs, gutters, sidewalks and street trees are required along Military Rd. S and S 320th St. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalk to the building entrance. See Section 2D of the area zoning introduction for design criteria.



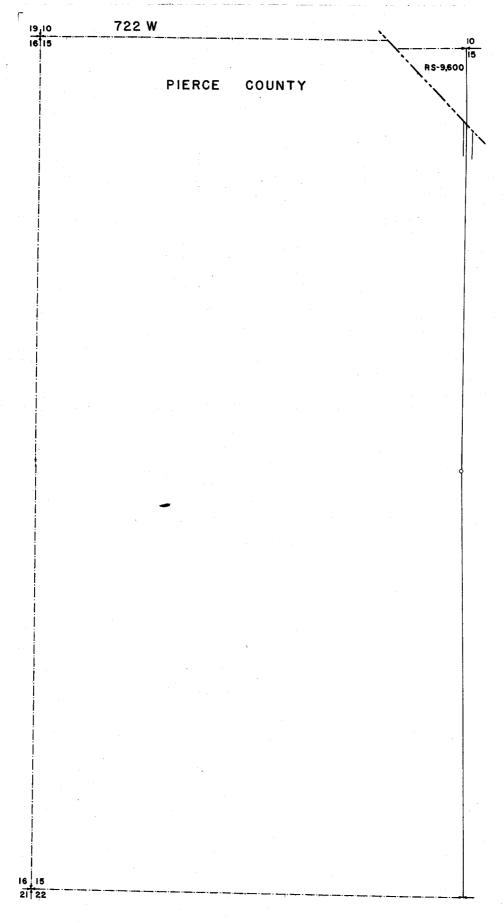


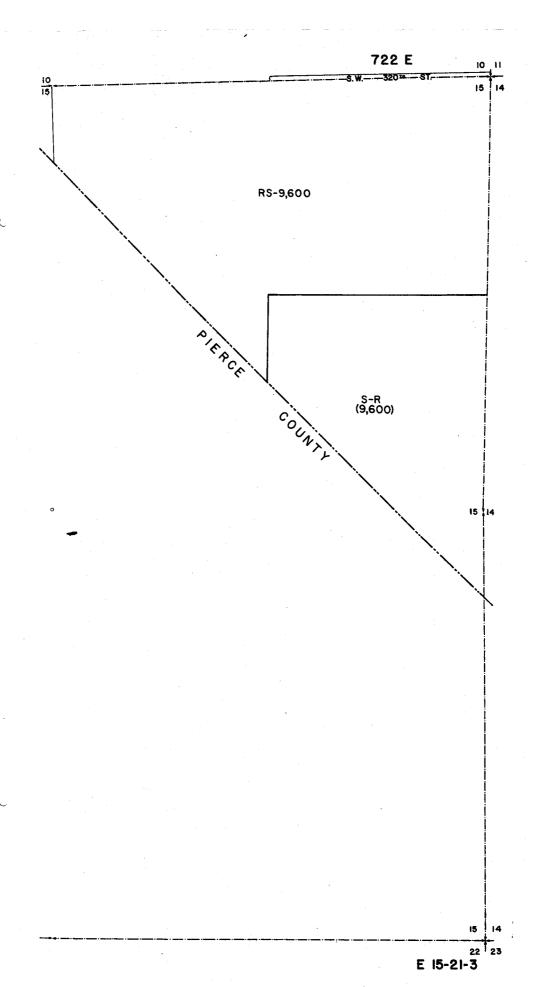


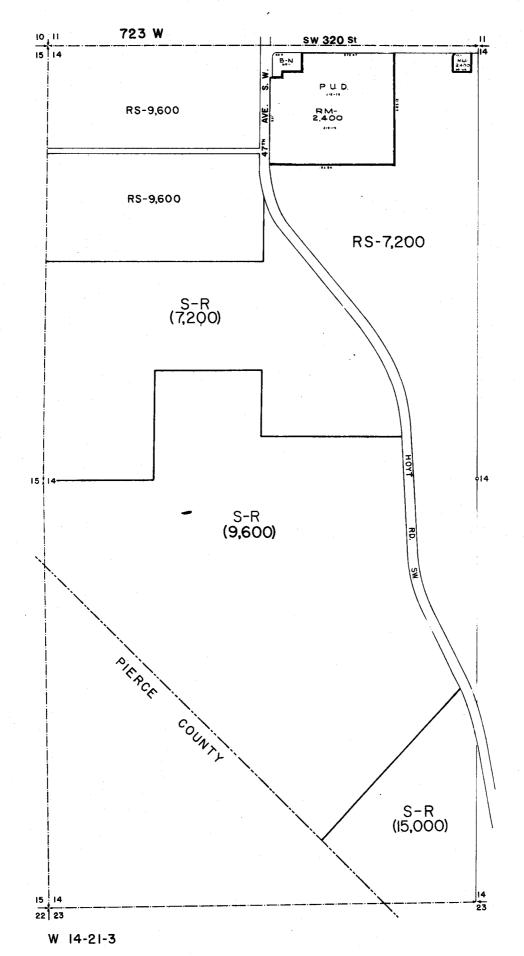
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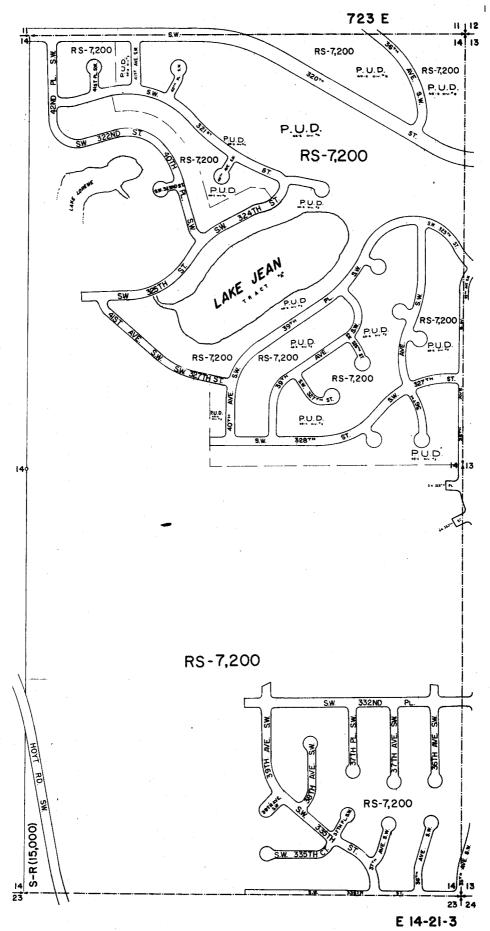


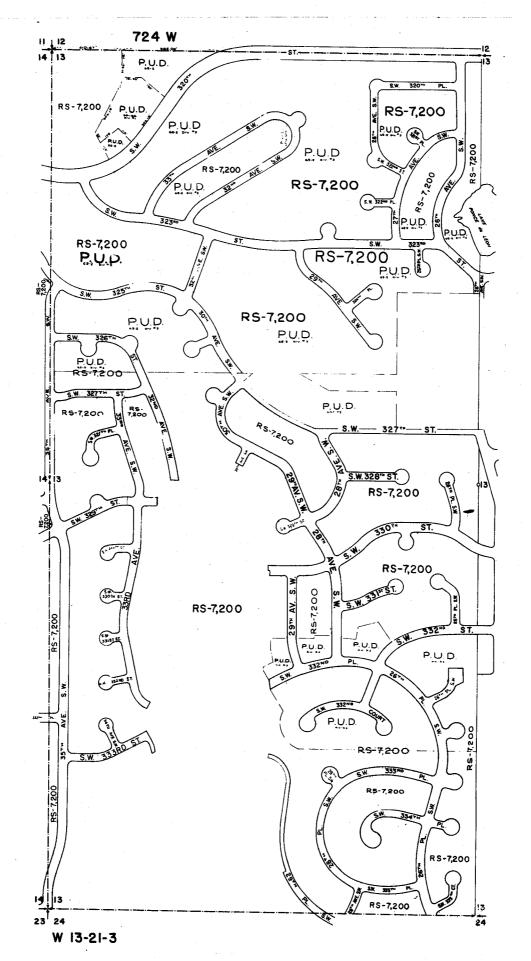
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### B-N to B-C

This reclassification is consistent with Federal Way policy FW #66, which requires that commercial developments be supported by urban facilities and services, be compatible with adjacent land uses and conveniently serve the associated community.

### S-R to RM-2400-P

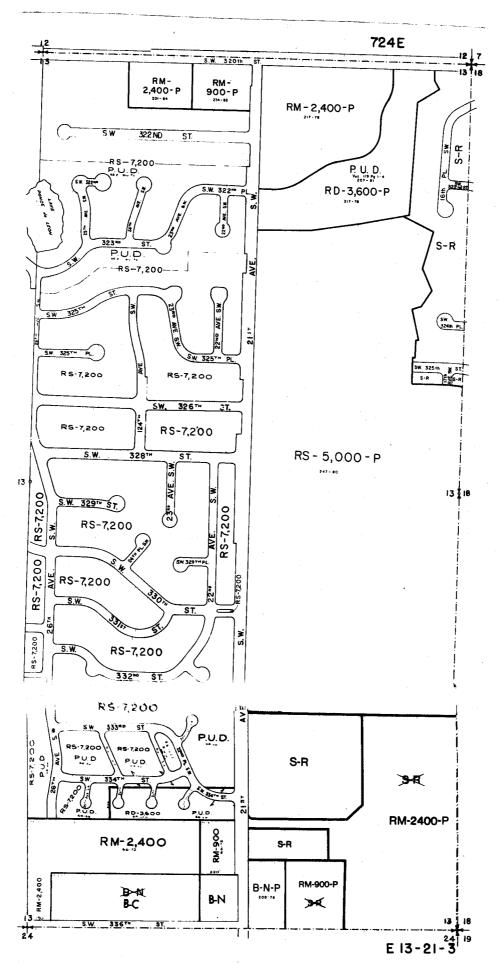
This property is part of the West Campus development. This updated plan revises the West Campus Master Plan to allow a reallocation of residential densities. At the time of the reclassification's approval (September 2, 1986, Ordinance 7746), the following were established as development conditions:

- o No access is allowed onto 21st Ave. SW.
- O An internal circulation plan must be approved by the King County Department of Public Works. The plan shall show: 1) joint access to SW 336th St. developed with the RM-900-P parcel to the west and situated to form a four-way intersection with access provided by properties south of SW 336th St., and 2) through circulation coordinated with the RD-3600-P parcel to the east and providing a second access point onto SW 336th St.
- Street trees are required along SW 336th St. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalk to the principal building entrances. See Section 2D of the area zoning introduction for design criteria.

### S-R to RM-900-P

This property is part of the West Campus development. This updated plan revises the West Campus Master Plan to include an opportunity for office development adjacent to a commercial area. At the time of rezone approval (September 2, 1986, Ordinance 7746), the following were established as development conditions:

- o Residential density is limited to eighteen dwelling units per acre.
- o Southwest 336th St. is a major arterial. Dedicate sufficient right-of-way to provide fifty feet from its centerline.
- o Joint access onto SW 336th St. shall be developed with the RM-2400-P parcel to the east. The access road shall form a four-way intersection with access provided by properties south of SW 336th St.
- o Street trees are required along SW 336th St. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalk to the building entrance. See Section 2D of the area zoning introduction for design criteria.



### W 18-21-4

### S-R to RM-2400-P

This is a part of a larger parcel discussed on page 136. Discussion and development conditions are listed on that page.

# S-R to RD-3600-P (Property 1)

This property is part of the West Campus development. This updated plan revises the West Campus Master Plan to allow a reallocation of residential densities. At the time of the reclassification's approval (September 2, 1986, Ordinance 7746), the following were established as development conditions:

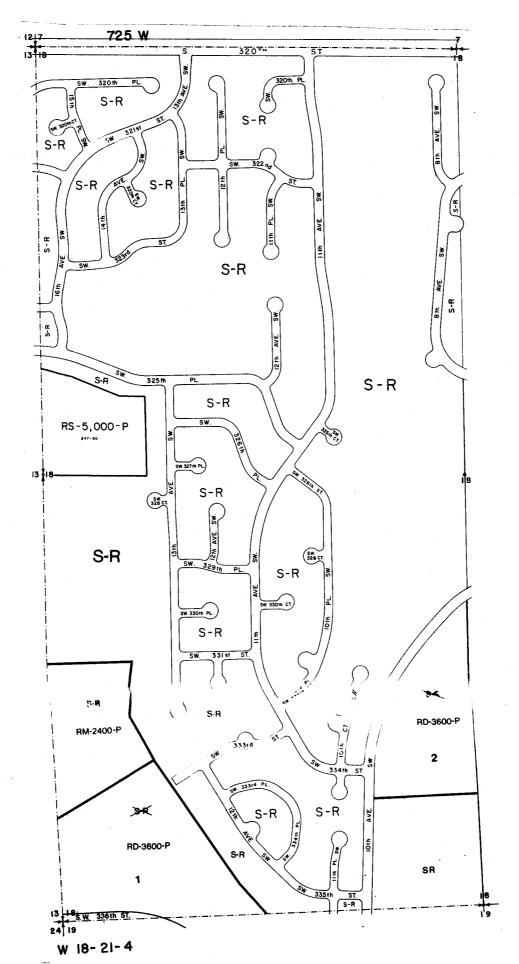
- o An internal circulation plan must be approved by King County Department of Public Works. The plan shall show: 1) through circulation coordinated with the RM-2400-P parcel to the west, providing an access point onto SW 336th St.; 2) only one additional access point onto SW 336th St.; and 3) a local access street, built to King County road standards, connecting SW 333rd St. and SW 336th St.
- o Street trees are required along SW 336th St. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalk to the building entrance. See Section 2D of the area zoning introduction for design criteria.

# S-R to RD-3600-P (Property 2)

This property is part of the West Campus development. This updated plan revises the West Campus Master Plan to allow a reallocation of residential densities. At the time of the reclassification's approval (September 2, 1986, Ordinance 7746), the following were established as development conditions:

- o One access point onto 10th Ave. SW shall be located opposite SW 334th St.
- o Curb, gutters, sidewalks and street trees are required along 10th Ave. SW. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalk to the principal building entrances. See Section 2D of the area zoning introduction for design criteria.

2 - Recovere



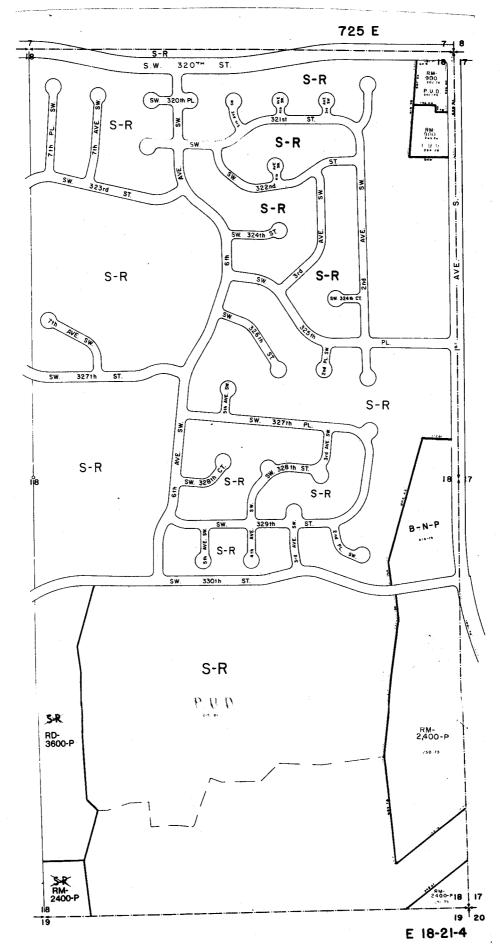
### E 18-21-4

# S-R to RD-3600-P

This is a part of a larger parcel discussed on page 138. Discussion and development conditions are listed on that page.

# S-R to RM-2400-P

This is a part of a larger parcel discussed on page 164. Discussion and development conditions are listed on that page.



#### S-R to RM-900-P

At the time of the reclassification's approval (September 2, 1986, Ordinance 7746), the following were established as development conditions:

- Residential development must be limited to senior citizen housing according to the provisions of K.C.C. 21.04.262.
- o An access plan must be approved by King County Department of Public Works. This plan must provide access for this property through those to the west and/or north.
- o To provide a safe pedestrian system that links housing to transit routes along S 320th St. and/or 1st Ave. S, sidewalks must be a part of all transportation improvements.

### S-R to RM-1800-P (pot RM-900-P)

The intent of the potential RM-900-P zone is to provide a future opportunity for senior citizen housing contiguous to a health care facility. This is consistent with Federal Way policy FW #45 pertaining to the special conditions of senior citizen housing. At the time of rezone approval, the following shall be established as development conditions:

- o Following the guidance of Federal Way policy FW #45, this property is suitable for senior citizen housing according to the provisions of K.C.C. 21.04.262.
- o An access plan must be approved by King County Department of Public Works. This plan must provide access for this property through those to the west and/or north.
- o To provide a safe, pedestrian system that links housing to transit routes along S 320th St. and/or 1st Ave. S, sidewalks must be a part of all transportation improvements.
- o Other conditions may be applied through the rezone process.

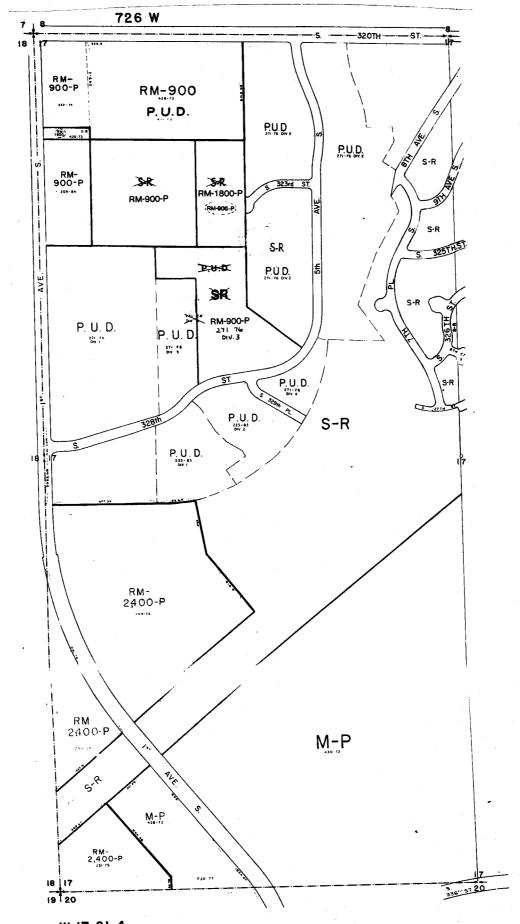
The RM-1800-P zone shall apply if the developer decides to build multifamily housing for the general population, rather than specifically for senior citizens. In addition, the following development conditions, adopted by the King County Council on September 2, 1986 (Ordinance 7746), were attached to development in the RM-1800-P zone:

- o Development shall be limited to eighteen dwelling units per acre.
- o An access plan must be approved by King County Department of Public Works. This plan must provide access for this property through those to the west and/or north.
- o To provide a safe, pedestrian system that links housing to transit routes along S 320th St. and/or 1st Ave. S, sidewalks must be a part of all transportation improvements.
- o No access is permitted on S 323rd St.

### PUD to RM-900-P

When the King County Council reclassified this property (September 2, 1986, Ordinance 7746), it clearly intended that development be restricted to senior citizen multifamily housing. Therefore, the Council attached the following two development conditions to the property:

- o Development is limited to senior citizen housing according to the provisions of K.C.C. 21.04.262.
- o Development is limited to a density of eighteen dwelling units per acre.

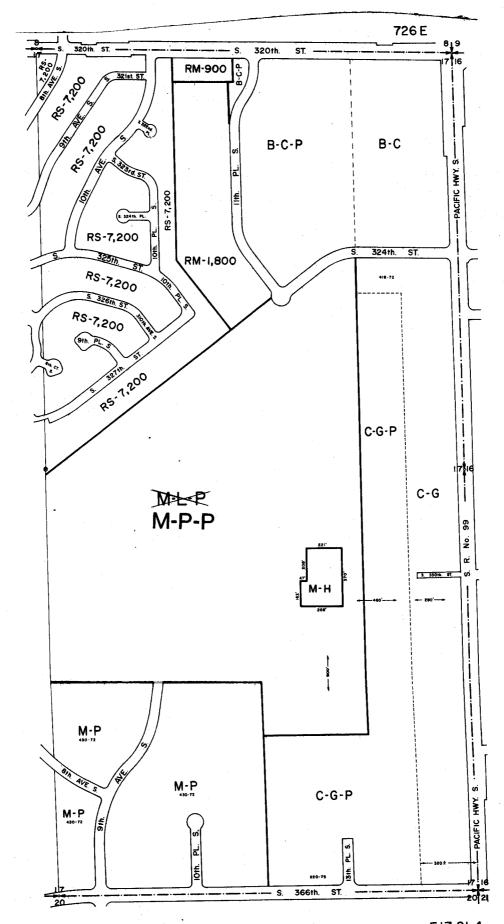


### E 17-21-4

### M-L-P to M-P-P

Reclassification establishes a future office park area near the commercial core. The updated plan contains this change for the following reasons: 1) it is consistent with Federal Way policies FW #89 and FW #95 pertaining to availability of services and suitability of site, 2) such a large, vacant tract of land can offer higher density employment and service opportunities very close to the commercial core; 3) this change allows for expansion of the adjacent office development in West Campus; and 4) there is sufficient industrially zoned land further south to meet Federal Way's projected industrial land needs. At the time of the reclassification's approval (September 2, 1986, Ordinance 7746), the following were established as development conditions:

- o The ten office park development conditions shall direct all development of this property. See Section 2C of the area zoning introduction for those conditions.
- o Construct a public road, built to King County standards, that links 11th Pl. S, 9th Ave. S and S 333rd St. Provide curbs, gutters, sidewalks and street trees along all new street frontage. (Through the SEPA process, it may be determined that an auto connection must also be made to Highway 99.)



#### W 16-21-4

This area of Federal Way is changing. Established single family and multifamily developments are surrounded by commercial areas, a freeway and designated industrial areas. This plan affirms the suitability of the previously established potential zones. They provide for multifamily residential densities throughout, taking advantage of the area's proximity to shopping, mass transportation and employment areas.

#### B-C-P to C-G-F

This reclassification will allow the eastward expansion of existing general commercial development. The following development conditions are intended to protect residential developments east and south and help create the road system originally envisioned when the Federal Way Community Plan was first adopted in 1975:

- o Existing trees along the east and south boundaries of this property shall be preserved to insulate adjacent residential developments.
- o Dedicate sufficient right-of-way (to be determined by King County's Department of Public Works) for the southerly extension of 17th Ave. S.

#### C-G and SR (pot C-G) to C-G-P

This reclassification will allow the eastward expansion of existing general commercial development. The following development condition is intended to help create the road system in this area originally envisioned when the Federal Way Community Plan was first adopted in 1975:

o Dedicate sixty feet of right-of-way for the southerly extension of 17th Ave. S.

#### S-R (pot C-G) to RM-900-P

This reclassification establishes a future professional office and/or apartment area. The reasons for this are: 1) offices or apartments provide a better transition to the medium and low density multifamily uses to the east; and 2) the pattern of RM-900 zoning situated between heavy commercial and residential designations is already established in this area. At the time of rezone approval (September 2, 1986, Ordinance 7746), the following were established as development conditions:

- o Residential density is limited to twenty-four dwelling units per acre.
- o Highway 99 is a major arterial. Dedicate sufficient right-of-way to provide fifty-feet from its centerline. South 330th St. is a local access street; dedicate sufficient right-of-way to provide twenty-four feet from its centerline. Dedicate sufficient right-of-way (to be determined by King County's Department of Public Works) for the southerly extension of 17th Ave. S.
- o Curbs, gutters, sidewalks and street trees are required along Highway 99, S 330th St. and 17th Ave. S. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalk to the principal building entrances. See Section 2D of the area zoning introduction for design criteria.

# S-R to RM-2400-P

This reclassification allows for future medium density multifamily development. This is consistent with Federal Way policy FW #33 pertaining to transition densities. At the time of rezone approval (September 2, 1986, Ordinance 7746), the following were established as development conditions:

- o Implement element no. 16 of the 1983 Federal Way Transportation Plan. This calls for new road construction linking 20th Ave. S to S 324th St.
- o Twentieth Ave. S is a local access street. Dedicate sufficient right-of-way to provide twenty-four feet from its centerline.
- o Curbs, gutters, sidewalks and street trees are required along 20th Ave. S. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalk to the principal building entrances. See Section 2D of the area zoning introduction for design criteria.

### S-R(pot RD-3600) to RD-3600-P

These reclassifications implement the vision of the 1980 revised Federal Way Community Plan by providing low density multifamily residential developments in this area. They are consistent with Federal Way policy FW #33 pertaining to transition densities. The two development conditions attached to all these parcels intend to protect the area's natural resources.

- o There is a Type V stream, Hylebos Creek, on these properties. Preserve an undisturbed corridor not less than twenty feet from the normal water's edge on both sides of the stream or fifteen feet from the top of the bank on both sides (whichever is greater).
- o This area contains much old growth timber. Wherever possible, preserve these trees in order to keep the area forested and help provide a vegetated buffer between developments.

#### S-R (pot RM-2400) to RM-2400-P (Properties 2)

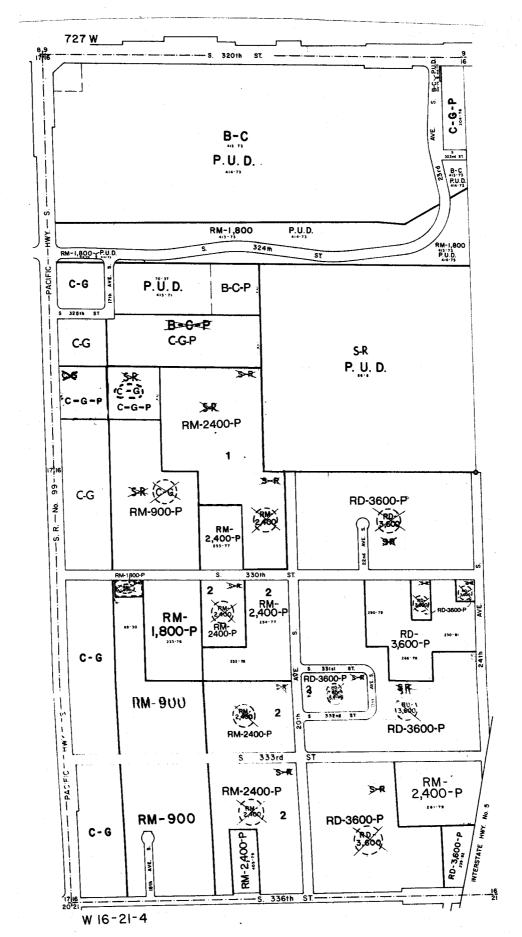
These reclassifications implement the vision of the 1980 revised Federal Way Community Plan by providing medium density multifamily residential development in this area. They are consistent with Federal Way policy FW #33 pertaining to transition densities. The development condition attached to all these parcels intends to protect one of the area's natural resources.

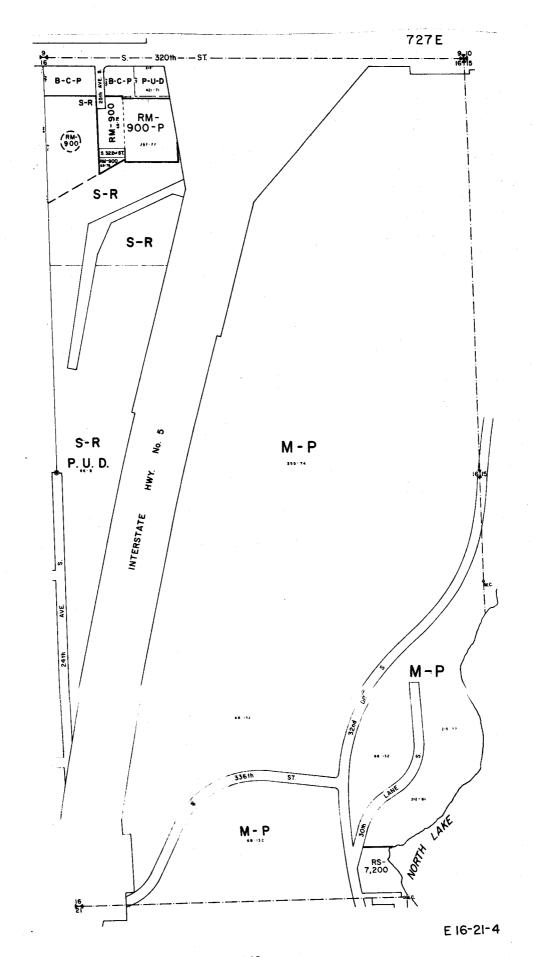
o This area contains much old growth timber. Wherever possible, preserve these trees in order to keep the area forested and help provide a vegetated buffer between developments.

#### S-R (pot RM-1800) to RM-1800-P

This reclassification implements the vision of the 1980 revised Federal Way Community Plan by providing high density multifamily residential development in this area. It is consistent with Federal Way policy FW #33 pertaining to transition densities. The three development conditions intend to prevent traffic problems on S 330th St. and make walking safe.

- o South 330th St. is a local access street. Dedicate sufficient right-of-way to provide twenty-four feet from its centerline.
- o Curbs, gutters, sidewalks and street trees are required along S 330th St. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalk to the principal building entrances. See Section 2D of the area zoning introduction for design criteria.





## W 15-21-4

## S-R to M-P

This reclassification allows all Weyerhaueser properties in the area to be zoned the same.

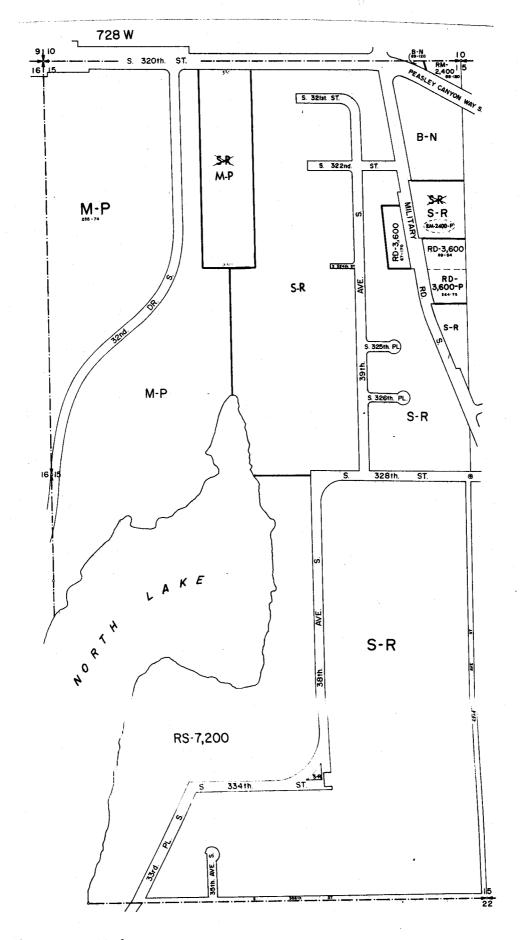
# S-R to S-R (pot RM-2400-P)

This reclassification establishes a potential zone. This area was shown suitable for multifamily development by the 1980 land use concept. Designation of this density is consistent with Federal Way policy FW #33 pertaining to transitional areas. To actualize the potential zone, the following conditions must be met:

- o Compliance with the King County Road Adequacy Standards must be assured.
- o Military Rd. S and S Peasley Canyon Rd. are both major arterials. Dedicate sufficient right-of-way to provide fifty feet from the centerline of those streets.

At the time of rezone approval, the following development conditions shall be established:

- o No auto access to Peasley Canyon Rd. S.
- o A left turn lane on Military Rd. S is required.
- o Curbs, gutters, sidewalks and street trees are required along Military Rd. S and S Peasley Canyon Rd. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalk to the building entrance. See Section 2D of the area zoning introduction for design criteria.
- o There is a Class III Landslide Hazard Area and an Erosion Hazard Area on all or portions of this property. Development of this property must follow the Sensitive Areas Ordinance (KCC 21.54.120 KCC 21.54.180).
- o A drainage plan must be approved by the Surface Water Management Division. This plan must identify downstream impacts to floodprone Mill Creek and propose mitigation measures. Those measures will be made conditions of site plan approval.
- o Other conditions may be applied through the rezone process.

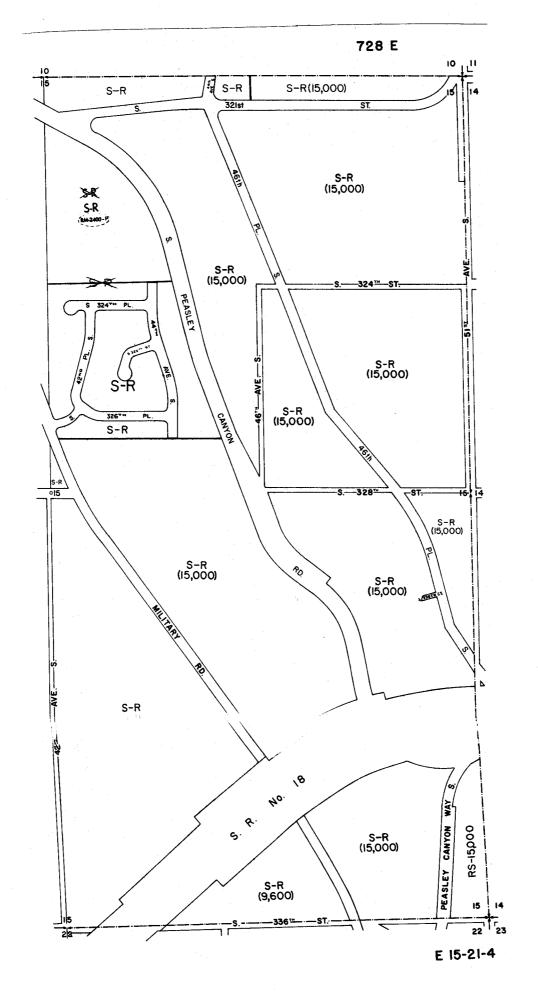


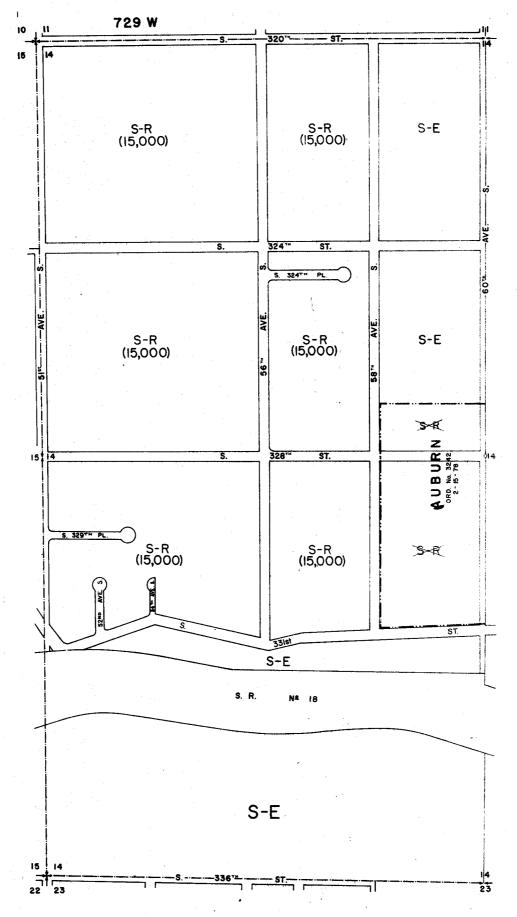
W 15-21-4

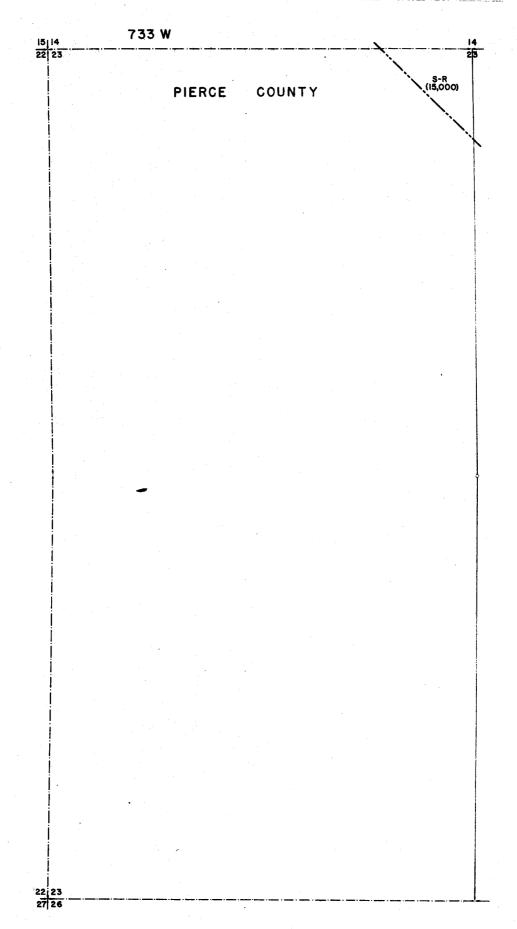
## E 15-21-4

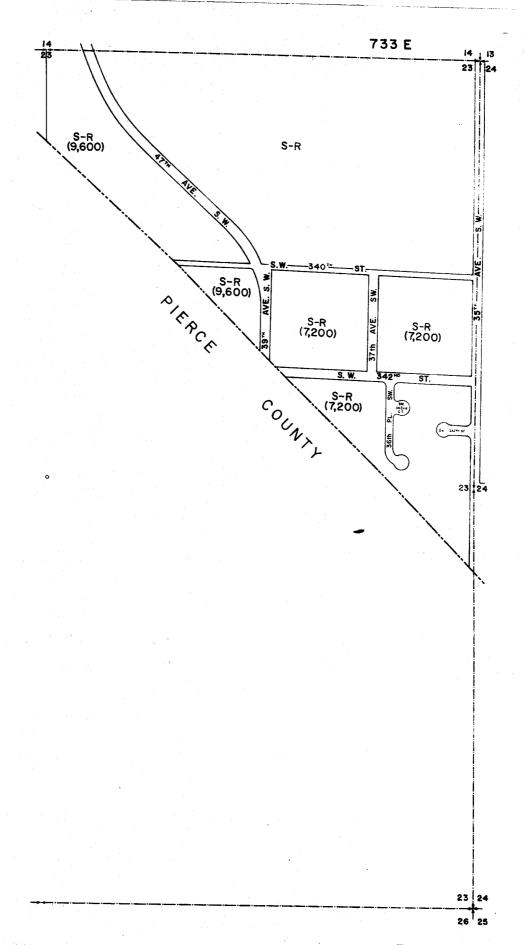
# S-R to S-R (pot. RM-2400-P)

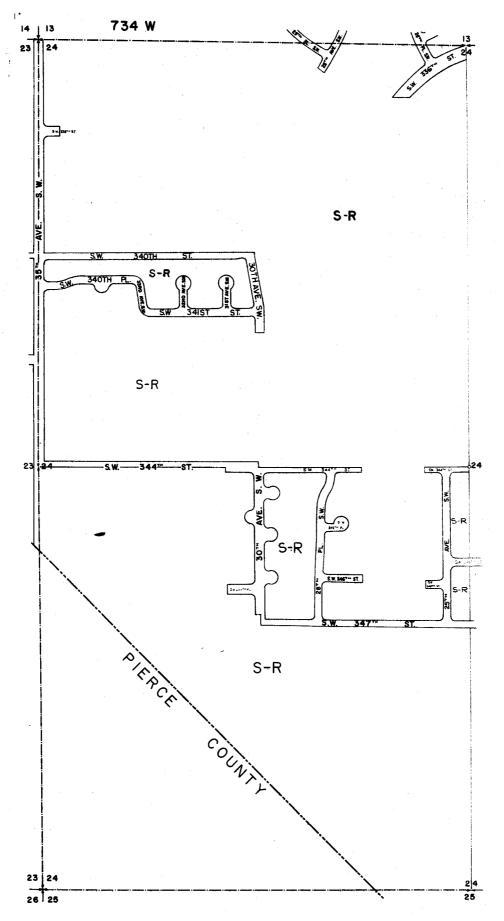
This is part of a parcel discussed on page 150. Discussion and development conditions are listed on that page.











## E 24-21-3

# S-R and S-R (pot B-N) to B-C-P

This property is part of the West Campus development. The updated plan envisions the future expansion of the existing commercial area. The reclassification is consistent with Federal Way policy FW #66 pertaining to compatibility with surrounding land uses, serving adjacent communities and supported by urban services. At the time of the reclassification's approval (September 2, 1986, Ordinance 7746), the following were established as development conditions:

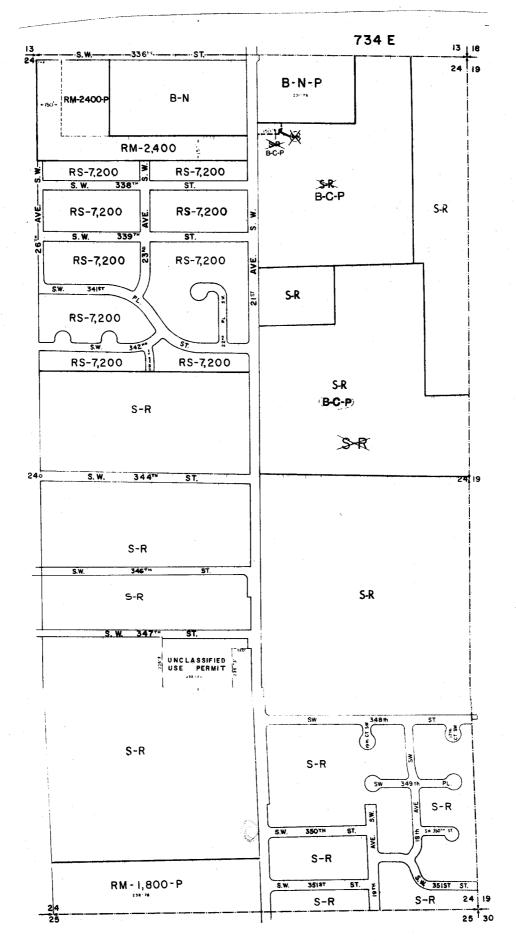
- o There is a Significant (no. 2) Wetland area on portions of this property. Development of this property must follow the Sensitive Areas Ordinance (KCC 21.54.120 KCC 21.54.180).
- o A north/south public road that connects S.W. 336th St. with the new portion of S.W. 344th St. shall be constructed. The location, design and construction schedule shall be reviewed and approved by the King County Department of Public Works.
- o 21st Ave. S and SW 336th St. are both major arterials. Dedicate sufficient right-of-way to provide fifty feet from the centerline of both streets.
- o Curbs, gutters, sidewalks and street trees are required along 21st Ave. S and street trees are required along SW 336th St. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalk to the principal building entrances. See Section 2D of the area zoning introduction for design criteria.

# S-R to S-R (pot B-C-P)

The potential zone can be actualized when SW 344th St. is extended to connect to SW Campus Parkway and a north-south public road is constructed to link SW 336th St. to the new portion of SW 344th St. The location, design and construction schedule shall be reviewed and approved by the King County Department of Public Works.

The following development conditions are attached to the commercial development of these parcels:

- o 21st Ave. SW is a major arterial. Dedicate sufficient right-of-way to provided fifty feet from the street's centerline.
- o Curbs, gutters, sidewalks and street trees are required along 21st Ave. SW, the new portion of SW 344th St. and the north-south public road which will connect that new street to SW 336th St. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalk to the principal building entrances. See Section 2D of the area zoning introduction for design criteria.



E 24-21-3

## S-R to RD-3600-P (Property 1)

This is part of a larger parcel discussed on pages 138. Discussion and development conditions are listed on that page.

# S-R to RM-2400-P (Properties 2)

This property is part of the West Campus development. The updated plan revises the West Campus Master Plan to allow a reallocation of residential densities. At the time of the reclassification's approval (September 2, 1986, Ordinance 7746), the following were established as development conditions:

- o There is a Significant (no. 2) Wetland, Class III Seismic Hazard Area and Erosion Hazard Area on all or portions of these properties. Development of these properties must follow the Sensitive Areas Ordinance. (KCC 21.54.120 KCC 21.54.180).
- o 10th Ave. SW is a collector arterial. Dedicate right-of-way sufficient to provide thirty feet from its centerline.
- o Curbs, gutters, sidewalks and street trees are required along 10th Ave. SW. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalk to the principal building entrances. See Section 2D of the area zoning introduction for design criteria.

## S-R to RM-2400-P (Property 3)

This property is part of the West Campus development. The updated plan revises the West Campus Master Plan to allow a reallocation of residential densities. At the time of the reclassification's approval (September 2, 1986, Ordinance 7746), the following was established as a development condition:

o Provide a pedestrian connection from the sidewalk to the principal building entrances. See Section 2D of the area zoning introduction for design criteria.

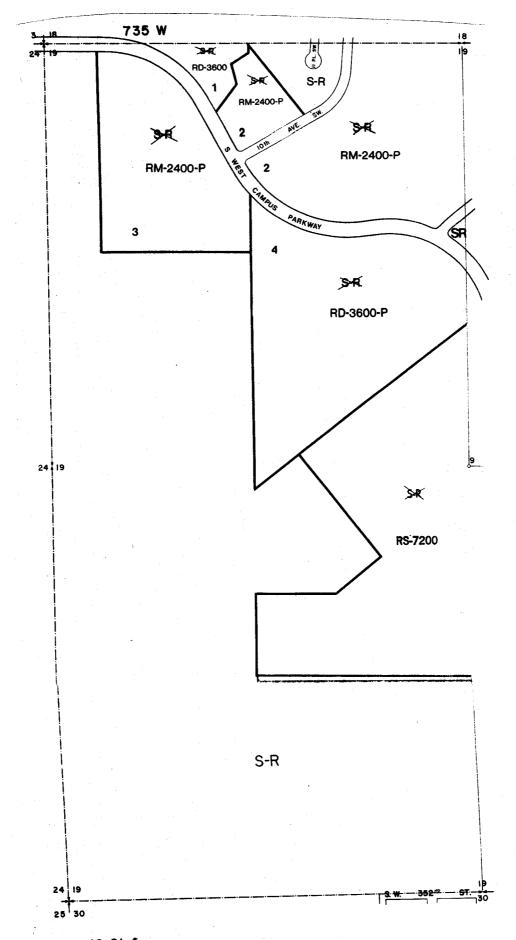
## S-R to RD-3600-P (Property 4)

This property is part of the West Campus development. The updated plan revises the West Campus Master Plan to allow a reallocation of residential densities. To address sensitive area and auto and pedestrian access concerns, the following development conditions were established on September 2, 1986 (Ordinance 7746):

- o There is a Erosion Hazard Area on portions of this property. Development of this property must follow the Sensitive Areas Ordinance (KCC 21.54.120 KCC 21.54.180).
- o Provide a pedestrian connection from the sidewalk to the principal building entrances. See Section 2D of the area zoning introduction for design criteria.
- o One of the access points along SW Campus Parkway shall be aligned opposite the existing right-of-way in the RM-2400-P parcel to the north. Only one additional access onto SW Campus Parkway shall be allowed.

#### S-R to RS-7200

This property is part of the West Campus development. The updated plan revises the West Campus Master Plan to allow a reallocation of residential densities.



#### S-R to RM-2400-P (Properties 1)

This is part of a larger parcel discussed on page 164. Discussion and development conditions are listed on that page.

#### S-R to RS-7200

This property is part of the West Campus development. This updated plan revises the West Campus Master Plan to allow a reallocation of residential densities. This reclassification is consistent with that revision.

#### S-R, B-N-P and RM-900-P to B-C-P

These properties are part of the West Campus development. They are also part of the critical drainage way from Panther Lake and the surrounding area into Hylebos Wetland #18. In order to protect that function, and in addition to all other conditions previously applied, the following development conditions were established on September 2, 1986 (Ordinance 7746):

- o Development of this property shall be consistent with King County's wetlands policies (KCC 24.54.160).
- o At the time of site plan review, additional conditions may be applied as considered necessary to protect the quantity and quality of surface water running into the wetland.

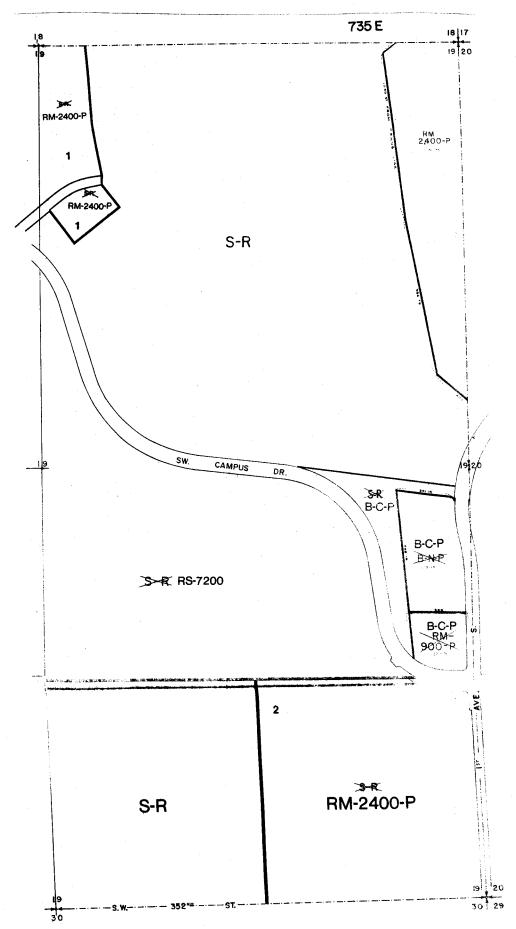
SW Campus Parkway has been realigned since the West Campus Master Plan was adopted and these zoning designations applied. This reclassification allows for future expansion of this commercial area. The change is consistent with Federal Way policy FW #66 pertaining to compatibility with adjacent land uses, serving the associated community and being supported by urban services. At the time of the reclassification's approval (September 2, 1986, Ordinance 7746), the following development conditions were established:

- o This activity shall be appropriately screened from the intersection of SW Campus Parkway and 1st Ave. S.
- First Ave. S is a secondary arterial. Dedicate right-of-way sufficient to provide forty-two feet from its centerline.
- o Curbs, gutters, sidewalks and street trees are required along 1st Ave. S. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalk to the principal building entrances. See Section 2D of the area zoning introduction for design criteria.

## S-R to RM-2400-P (Property 2)

Hylebos Wetland #18 extends onto this property. The updated plan envisions future medium density multifamily development here for the following reasons: 1) it is consistent with Federal Way policy FW #32 pertaining to level of service and policy FW #33 pertaining to transition areas; and 2) the property is large enough to support development while leaving enough undeveloped land to protect the wetland. At the time of the reclassification's approval (September 2, 1986, Ordinance 7746), the following were established as development

- o The twelve Hylebos Wetland #18 development conditions shall direct all development of this site. See Section 2B of the area zoning introduction for those conditions.
- o First Ave. S is a secondary arterial. Dedicate right-of-way sufficient to provide forty-two feet from its centerline.
- o Curbs, gutters, sidewalks and street trees are required along 1st Ave. S. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalk to the principal building entrances. See Section 2D of the area zoning introduction for design criteria.



E 19-21-4

## W 20-21-4

## S-E-P to M-P-P

This reclassification replaces the wetland-related development conditions established in 1980. The following development conditions are now established:

o The twelve Hylebos Wetland #18 development conditions shall direct all development of this site. See Secton 2B of the area zoning introduction for those conditions.

These properties are directly adjacent to Hylebos Wetland #18 and the West Hylebos State Park. They are also located in an area that is rapidly developing and changing character. This plan envisions office parks for the following reason: an office park development can reflect the changing character of this area, while being protective of the wetland as well as compatible with the state park. Therefore, in addition to the twelve Hylebos Wetland #18 development conditions, the following development conditions took effect at the time of the reclassification (September 2, 1986, Ordinance 7746):

- o The ten office park development conditions shall direct all development of these sites. See Section 2C of the area zoning introduction for those conditions.
- o Four properties are affected by this change. The three at the southeast corner of S 348th St. and 1st Ave. S shall share access.
- o First Ave. S is a secondary arterial and S 348th St. is a major arterial. Dedicate right-of-way sufficient to provide forty-two feet from the centerline of 1st Ave. S and fifty feet from that of S 348th St.
- o Curbs, gutters, sidewalks and street trees are required along 1st Ave. S and street trees are required along S 348th St. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalk to the principal building entrances. See Section 2D of the area zoning introduction for design criteria.

## S-E-P to S-E-P

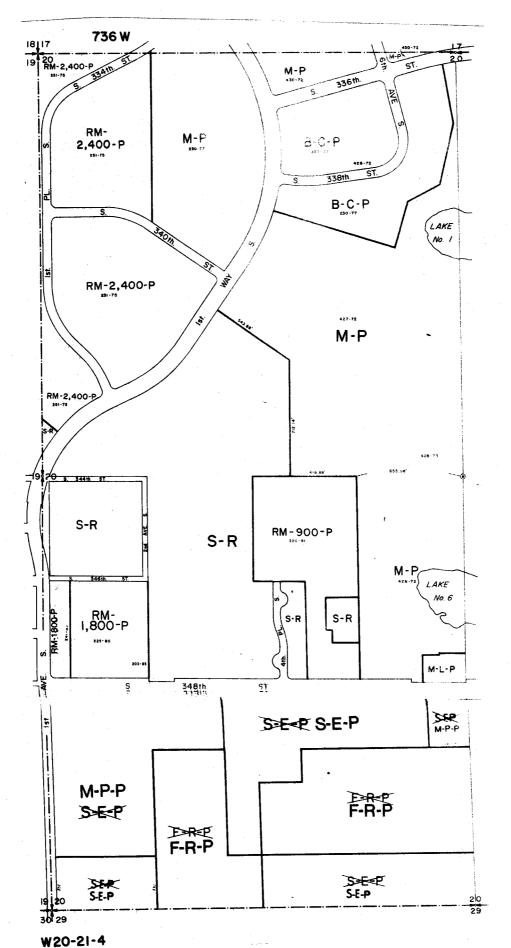
The purpose of this reclassification is to replace the wetland-related development conditions established in 1980. The conditions established during the plan update and approved on September 2, 1986 (Ordinance 7746) were:

o The twelve Hylebos Wetland #18 development conditions shall direct all development of this site. See Section 2B of the area zoning introduction for those conditions.

#### F-R-P to F-R-P

The purpose of this reclassification is to replace the wetland-related development conditions established in 1980. The conditions established during the plan update and approved on September 2, 1986 (Ordinance 7746) were:

o The twelve Hylebos Wetland #18 development conditions shall direct all development of this site. See Section 2B of the area zoning introduction for those conditions.



## S-E-P to S-E-P

The purpose of this reclassification is to replace the wetland-related development conditions established in 1980. The conditions established during the plan update and approved on September 2, 1986 (Ordinance 7746) were:

o The twelve Hylebos Wetland #18 development conditions shall direct all development of this site. See Section 2B of the area zoning introduction for those conditions.

## S-R-P (pot RM-1800), M-P-P and C-G-P to C-G-P

The purpose of these reclassifications is to allow general commercial development. The King County Council adopted the following development conditions (September 2, 1986, Ordinance 7746) on all these parcels in order to protect Hylebos Wetland #18, which is adjacent:

- o All principle uses shall be conducted only inside an entirely enclosed building.
- o Only the types of business signs allowed in a BN zone (KCC Sec. 21.26.030 (2)(g)(xi)) are allowed.
- o Parking locations should be screened from the street by landscaping and berms.
- South 348th Street is a major arterial. Dedicate additional right-of-way sufficient to provide fifty feet from its centerline.
- o No more than two new access points will be allowed onto S 348th St. One location shall be at 11th Ave. S. Internal circulation and access onto S 348th St shall be approved by the King County Department of Public Works.
- o Curbs, gutters, and sidewalks are required on Pacific Highway S (SR-99). Location of these features and access to SR-99 shall be approved by the Washington State Department of Transportation.
- o A north-south drainage easement shall be provided on the property west of 11th Ave. S sufficient to allow adequate drainage pursuant to KCC 20.50.
- o Property owners shall form a Road Improvement District or utilize another mechanism to implement local road projects recommended in the proposed areawide Federal Way Transportation Plan Update and/or identified as needed by the King County Department of Public Works. A building permit may be issued prior to the formation of a Road Improvement District proivded the property owner shall agree to not protest the formation of the district.

## S-E-P to M-P-P

This property is mostly within the boundaries of Hylebos Wetland #18 and is adjacent to the West Hylebos State Park. The purpose of this reclassification is to establish new wetland-related development conditions and allow for future expansion of the office park area to the east. The wetland conditions now established are:

o The twelve Hylebos Wetland #18 development conditions shall direct all development of this site. See Section 2B of the area zoning introduction for those conditions.

An office park designation is used around the Hylebos Wetland #18 to respond to changing conditions and growth in the area while providing wetland protection. Therefore the following additional were also established (September 2, 1986 Ordinance 7746):

o The ten office park development conditions shall direct all development of this site. See Section 2C of the area zoning introduction for those conditions.

## M-P-P to M-P-P

The purpose of this reclassification is to replace the wetland-related development conditions established in 1980 and provide an opportunity for office park use here for the

following reason: an office park development can provide a use similar to that designated by the 1980 land use concept map, and at the same time be more protective of the wetland as well as more compatible with the state park.

The following development, which were adopted on September 2, 1986 (Ordinance 7746), conditions establish wetland and office park development requirements and also address auto and pedestrian access concerns:

- o The twelve Hylebos Wetland #18 development conditions shall direct all development of this site. See Section 2B of the area zoning introduction for those conditions.
- o The ten office Park development conditions shall direct all development of this site. See Section 2C of the area zoning introduction for those conditions.
- o Highway 99 is a major arterial. Dedicate sufficient right-of-way to provide fifty feet from its centerline.
- o Curbs, gutters, sidewalks and street trees are required along Highway 99. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalk to the principal building entrances. See Section 2D of the area zoning introduction for design criteria.

## M-L-P to C-G

This reclassification will allow general commercial development on the nine acres at the southwest corner of S 336th St. and Pacific Highway S.

## M-L-P to C-G-P (Property 1)

This reclassification will allow general commercial development. On September 2, 1986 the King County Council also adopted (Ordinance 7746) the following development conditions for these properties. They became effective that day.

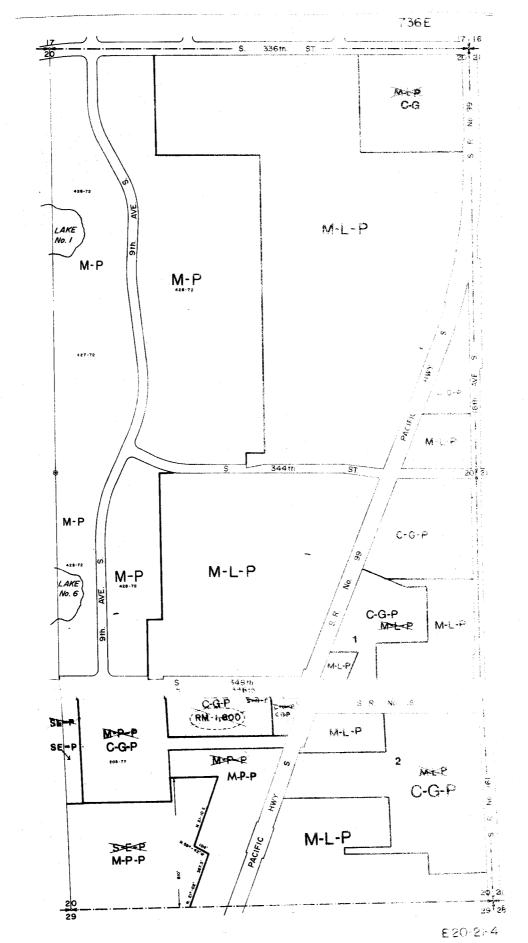
- o No new access shall be allowed onto South 348th Street. An access plan must be approved by the Washington State Department of Transportation.
- o Development or redevelopment of properties with access to Pacific Highway S should coordinate access to limit driveways onto the highway. All access shall be approved by the Washington State Department of Transportation.
- o Driveway locations should be coordinated with access to properties to the west side of Pacific Highway S in order to avoid closely-spaced, offset driveways.
- o Property owners shall form a Road Improvement District (RID) or utilize another mechanism to implement local road projects recommended in the proposed areawide Federal Way Transportation Plan Update and/or identified as needed by the King County Department of Public Works. A building permit may be issued prior to the formation of an RID provided the property owner shall agree to not protest the formation of the district.

## M-L-P to C-G-P (Property 2)

This reclassification will allow general commercial development. On September 2, 1986 the King County Council also adopted (Ordinance 7746) the following development conditions. They became effective that day.

- o An access and internal circulation plan shall be approved by the King County Department of Public Works and King County's Transportation Planning Section (for access approval onto 16th Avenue South [SR-18] and Pacific Highway S [SR-99]).
- o Heavy truck access to highway-oriented businesses shall be separated from access to businesses which generate predominantly light vehicle traffic.
- o When the property is redeveloped, access to SR-161 shall be consolidated to no more than two points on SR-161, and shall be coordinated with property access on the east side of SR-161.

- o A through public road shall be provided between Pacific Hwy. S and SR-161 on approximately the S 351st St alignment.
- o The developer(s) shall coordinate with the Washington State Department of Transportation for right-of-way requirements and design standards for necessary improvements to SR-161, SR-18 and SR-99.
- o The traffic study shall identify off-site traffic impacts and mitigation measures as required by the King County Road Adequacy Standards (Ordinance 7544).
- o Property owners shall form a Road Improvement District (RID) or utilize another mechanism to implement local road projects recommended in the proposed areawide Federal Way Transportation Plan Update and/or identified as needed by the King County Department of Public Works. A building permit may be issued prior to the formation of an RID provided the property owner shall agree not to protest the formation of the district.



## W 21-21-4

#### S-R to S-R-P and M-P to M-P-P

The purpose of these reclassifications is to add development conditions. Hylebos Creek (Type IV) flows through a portion of these properties. To protect this creek, the following development condition is established:

o Preserve an undisturbed corridor not less than thirty feet from the normal water's edge on both sides of the stream or twenty feet from the top of the bank on both sides, whichever is greater.

# M-L to C-G-P or M-L-P (Properties 1)

When the King County Council Adopted Ordinance 7746 (September 2, 1986) updating the Federal Way Community Plan, it designated the area bounded by S 344th and 352nd Streets, Interstate 5 and Pacific Highway S appropriate for general commercial development.

It appears that Hylebos Creek (Type IV) flows through a portion of the properties between \$ 344th and 348th Streets (S.R. No. 18), Interstate 5 and 16th Ave. S (S.R. No. 161). To protect the creek, the following development condition was applied:

o Preserve an undisturbed corridor not less than thirty feet from the normal water's edge on both sides of the stream or twenty feet from the top of the bank on both sides, whichever is greater.

To prevent potential traffic problems associated with general commercial development, these additional development conditions were also adopted for all these properties:

- o No access will be allowed to S 348th St (SR-18).
- o An internal circulation plan shall be approved by the King County Department of Public Works.
- o Access to 16th Ave. S shall be consolidated to no more than two points, and shall be coordinated with property access on the west side of 16th Ave. S.
- o The developer(s) shall dedicate sufficient right-of-way to provide fifty feet from the centerline of 16th Ave. S, a major arterial.
- o The traffic study shall identify off-site traffic impacts and mitigation measures as required by the King County Road Adequacy Standards (Ordinance 7544).
- o S 344th St provides local access to single family residences on 18th Pl. S. Delivery and service vehicle access to commercial properties from S 344th St. should occur west of approximately the 17th Ave. S alignment, or from a new local access road between S 336th and 344th Streets on approximately the 21st Ave. S alignment.
- o Property owners shall form a Road Improvement District or utilize another mechanism to implement local road projects recommended in the proposed areawide Federal Way Transportation Plan Update and/or identified as needed by the King County Department of Public Works. A building permit district.

#### M-L to C-G-P (Property 2)

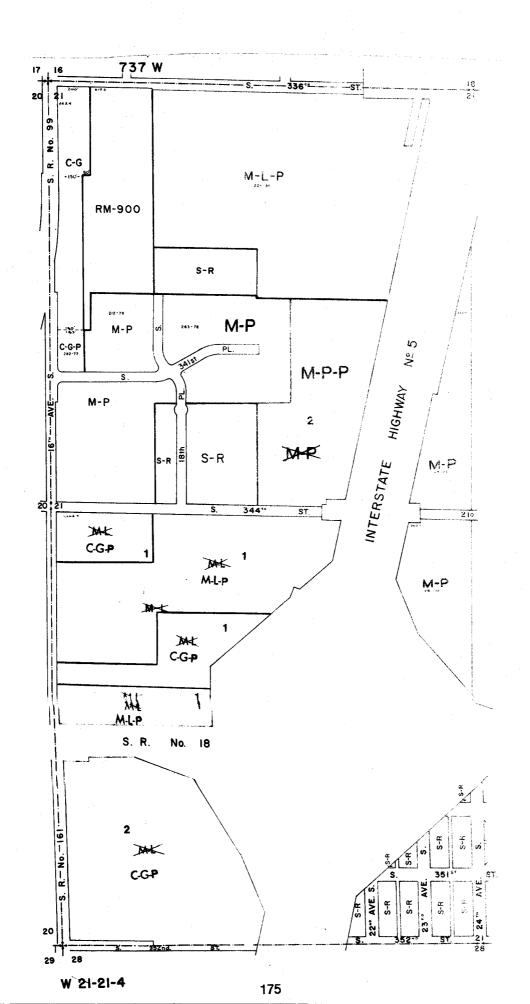
When the King County Council adopted Ordinance 7746 (September 2, 1986) updating the Federal Way Community Plan, it designated the area bounded by S 344th and 352nd Streets, Interstate 5 and Pacific Highway S appropriate for general commercial development.

It appears that Hylebos Creek (Type IV) flows through a portion of the property bounded by S.R. No. 18, Interstate 5, S 352nd St. and 16th Ave. S. To protect the creek, the following development condition was adopted for the property:

o Preserve an undisturbed corridor not less than thirty feet from the normal water's edge on both sides of the stream or twenty feet from the top of the bank on both sides, whichever is greater.

To prevent potential traffic problems associated with general commercial development, these additional development conditions were also adopted for this property:

- o No property access shall be allowed onto S 348th St or onto 16th Ave. S within 600 feet of S 348th St.
- o An internal circulation plan shall be approved by the King County Department of Public Works and the Washington State Department of Transportation (for access approval onto SR-161);
- o Access to SR-161 shall be consolidated to no more than two points on SR-161, and shall be coordinated with property access onto the west side of SR-161.
- o The developer(s) shall coordinate with the Washington State Department of Transportation for right-of-way requirements and design standards for necessary improvements to SR-161 and SR-18. The traffic study shall identify off-site traffic impacts and mitigation measures as required by the King County Road Adequacy Standards (Ordinance 7544).
- o Property owners shall not protest the formation of a Road Improvement District to provide necessary internal circulation roads and/or improvement of adjacent public roads.



## E 21-21-4

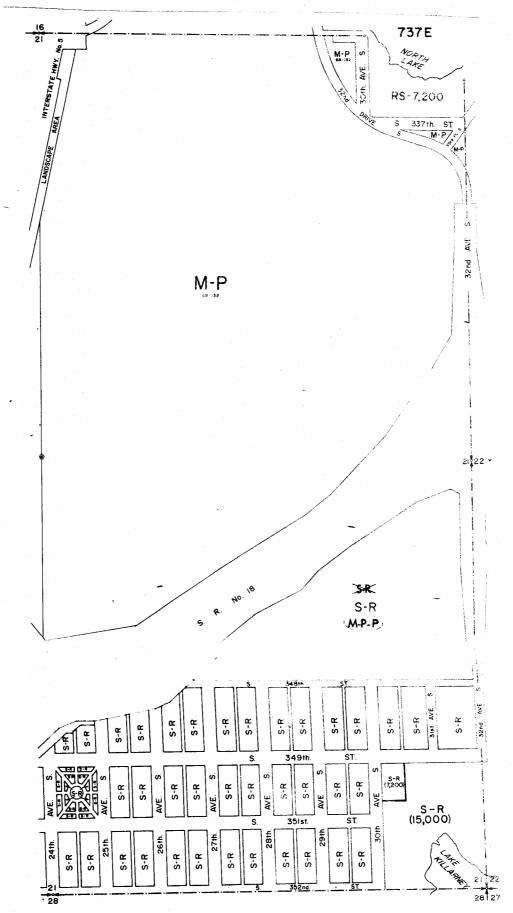
# S-R to S-R (pot M-P-P)

This area was shown as suitable for office park development in the revised 1980 Federal Way Community Plan. This plan reaffirms that suitability. Because of the existing lot pattern and anticipated traffic impacts, a potential zone is used to encourage an office park use without strictly precluding single family development. To actualize the potential zone, the following condition must be met:

o This project will have traffic impacts on internal and surrounding streets and intersections. Prior to rezone approval, the proposal shall be evaluated for consistency with King Count's Road Adequacy Standards.

At the time of rezone approval, the following development conditions shall be established:

- o The ten office park development conditions shall direct all development of this site. See Section 2C of the area zoning introduction for those conditions.
- o Access must be shared to allow no more than two access points to 32nd Ave. S.
- O A collector arterial exists on a portion of 32nd Ave. S that runs south of Highway 18 and then travels east on S 349th St. until it reaches 28th Ave. S, then turns south. Dedicate sufficient right-of-way along this collector arterial to provide thirty feet from the centerline of each street.
- o Other conditions may be applied through the rezone process.



#### S-R to S-R (pot M-P-P) (Property 1)

This potential zone designation is used to encourage an office park use without strictly precluding single family development. This is an expansion of the area designated as office park in the revised 1980 Federal Way Community Plan. The updated plan proposes this expansion for the following reasons: 1) an office park use is compatible with surrounding land uses, and 2) access to a state highway transportation system is good.

To actualize the potential zone, the following condition must be met:

o This project will have traffic impacts on surrounding streets and intersections. Prior to rezone approval, impacts and appropriate solutions must be identified. Those solutions shall be made conditions of rezone approval.

At the time of rezone approval, the following development conditions shall be established:

- o The ten office park development conditions shall direct all development of this site. See Section 2C of the area zoning introduction for those conditions.
- This portion of 32nd Ave. S is a secondary arterial. Dedicate right-of-way sufficient to provide forty-two feet from its centerline.
- o Other conditions may be applied through the rezone process.

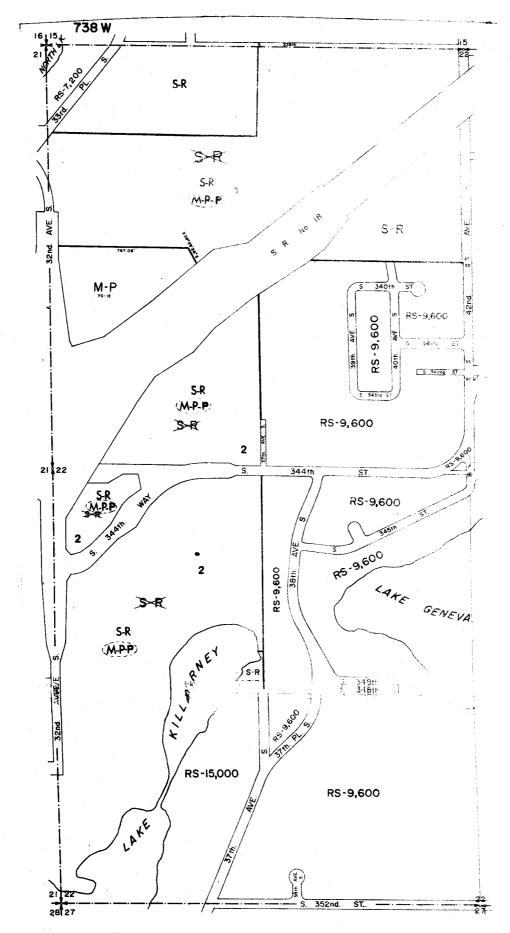
## S-R to S-R (pot M-P-P) (Property 2)

This area was shown as parkland and office park in the revised 1980 Federal Way Community Plan. This updated plan (1986) reaffirms the suitability of this area for office park use. The potential zone is used to encourage an office park without strictly precluding single family development. To actualize the potential zone, the following condition must be met:

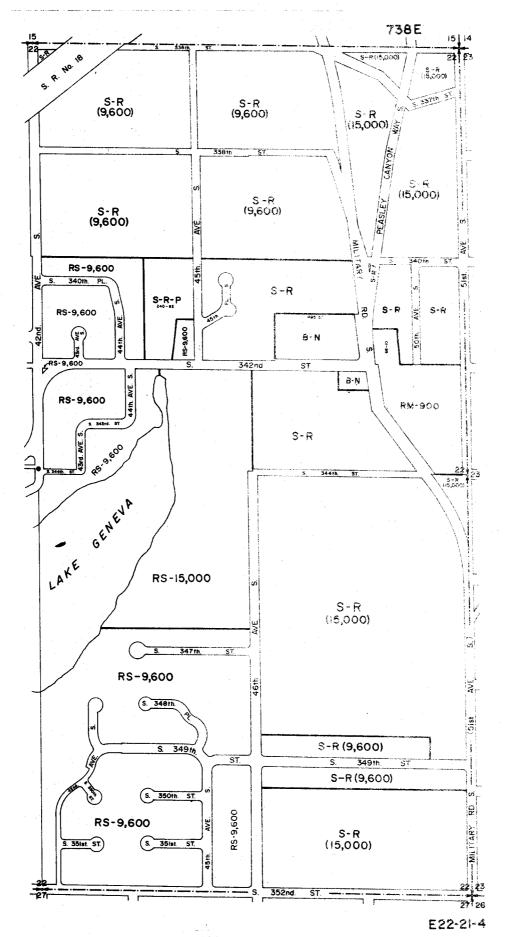
 This project will have traffic impacts on surrounding streets and intersections. Prior to rezone approval, impacts and appropriate solutions must be identified. Those solutions shall be made conditions of rezone approval.

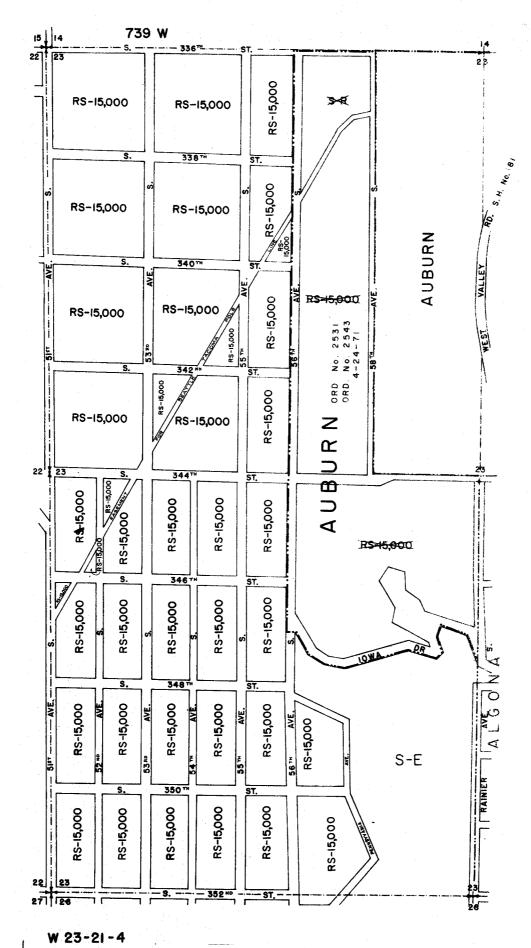
At the time of rezone approval, the following development conditions shall be established:

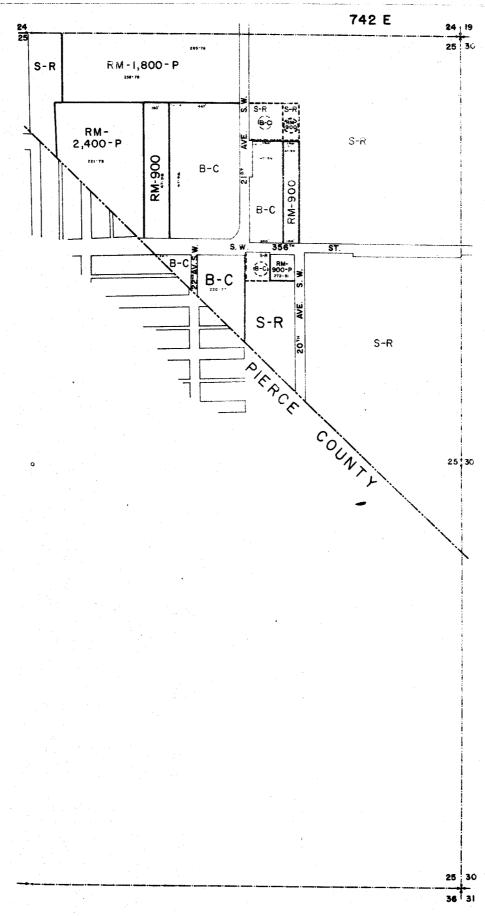
- o The ten office park development conditions shall direct all development of this site. See Section 2C of the area zoning introduction for those conditions.
- o This portion of 32nd Ave. S is a collector arterial which requires a dedication of right-of-way sufficient to provide thirty feet from its centerline. South 344th St. is a local access road. Dedicate enough right-of-way to provide twenty-four feet from its centerline.
- o There is a Significant (no. 2) Wetland on portions of this property. Development of this property must follow the Sensitive Areas Ordinance (KCC 21.54.120 KCC 21.54.180).
- o Public pedestrian and bicycle access shall be provided to and along Lake Killarney.
- o Retain the existing character of the area in the architectural treatment of buildings and grounds.
- o Building setbacks from Lake Killarney's ordinary high water mark shall be no less than 100 feet in order to protect the natural state of the riparian and nesting areas. There shall be no removal or alteration of the existing trees and vegetation within this 100 foot buffer. A 40 foot wide natural buffer shall screen the other sides of the property from surrounding properties.
- o Site preparation should be done in such a manner as to minimize destruction of the natural vegetation and existing trees. Site grading should be performed only in those areas being developed.
- o Noise generated by the facility shall not measure more than 55 dB. at Lake Killarney's ordinary high water mark.
- o There shall be no direct lighting past the property line.
- o The maximum illumination at Lake Killarney's ordinary high water mark shall not exceed 30 foot candles to minimize light reflection across the lake.
- o The height limitation for buildings shall be 60 feet.
- King County shall notify all property owners and/or residents living around Lake Killarney of any reclassification request.
- o Other conditions may be applied through the rezone process.

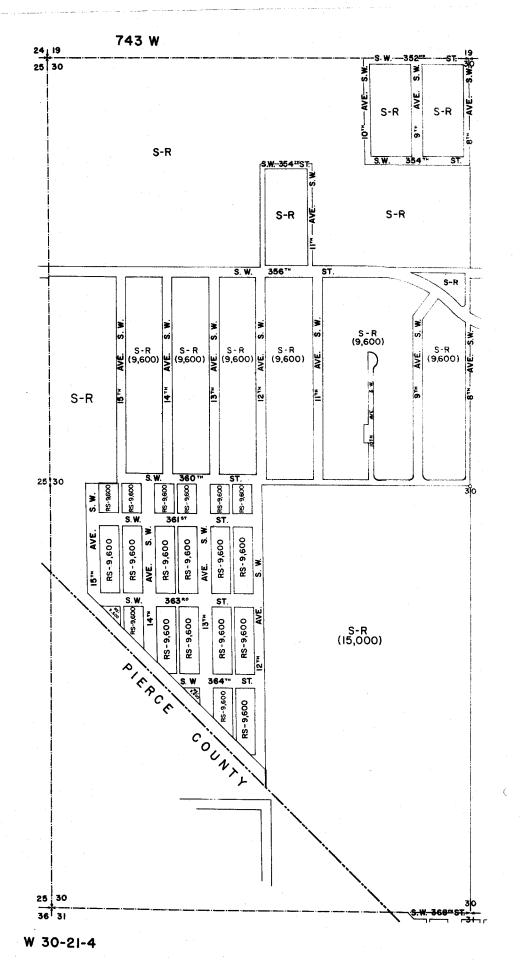


W22-21-4









#### S-R to RM-2400-P

This reclassification establishes a future medium density multifamily area. This is consistent with Federal Way policy FW #32 pertaining to availability of urban services. At the time of the reclassification's approval (September 2, 1986, Ordinance 7746), the following were established as development conditions:

- o First Ave. S is a secondary arterial. Dedicate sufficient right-of-way to provide forty-two feet from its centerline.
- o Curbs, gutters, sidewalks and street trees are required along 1st Ave. S. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalk to the building entrance. See Section 2D of the area zoning introduction for design criteria.
- o Retain the existing significant vegetation within the required twenty foot planting strip along 1st Ave. S. (Planting bed width is dictated by the Landscaping Ordinance, KCC 21.51.)
- o There is a Class III Seismic Hazard Area on portions of this property. Development of this area must follow the Sensitive Areas Ordinance (KCC 21.54.120 KCC 21.54.180).

#### S-R to RM-1800-P/B-N-P

This reclassification is primarily intended to establish a future high density multifamily housing development for senior citizens. This is consistent with policies FW #32, which requires urban facilities and services, and FW #45, which encourages opportunities for elderly housing.

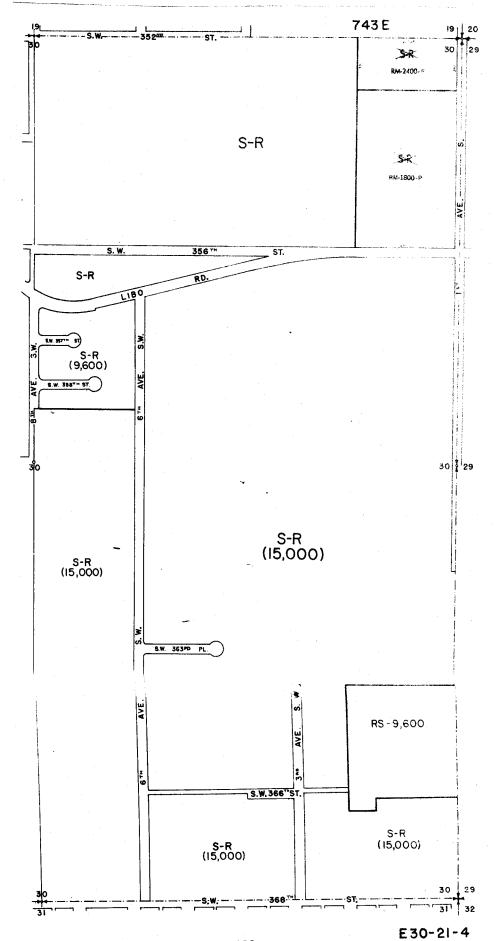
The King County Council approved no more than 8000 square feet of neighborhood business development on this property to serve the multifamily housing development's residents. Therefore, this property has the unique characteristic of containing two zones. The Council, however, adopted exacting development conditions to prevent the commercial development from serving the entire community and from growing out of proportion on this site. Clearly, the intended primary use is senior citizen housing.

Here are the development conditions the Council applied to this property (September 2, 1986, Ordinance 7746):

- o Senior Housing only.
- o Limit the density to no more than eighteen (18) units per acre.
- o The drawings dated August 4, 1986 and submitted to the King County Council are conceptual in nature. For example, the sheltered care area is shown as two wings joined by a central core. The wings may, in fact, be built as separate buildings. Bulding permits for the site will be issued provided they are consistent in scale, use and approximate location with this conceptual plan. Any building permits will be approved by the Building and Land Development Division and/or the Zoning and Subdivision Examiner.

The following P-suffix conditions apply to the no more than 8,000 square feet of BN:

- o The business and residentially-zoned properties shall be under a common management to assure that the operation of the business property is compatible with and in support of this senior citizen residential community.
- o The drawings dated August 4, 1986 and submitted to the King County Council are conceptual in nature. Building permits for the site will be issued provided they are consistent in scale, use and approximate location with this conceptual plan. Any building permits will be approved by the Building and Land Development Division and/or the Zoning and Subdivision Examiner.
- o The size and style of the buildings shall be harmonious with the adjacent residential uses.
- o The landscaping requirements must meet Federal Way policy FW #40.
- o Businesses on this site shall be limited to those which serve this senior citizen community. The following uses will be permitted: a) grocery (no more than 3,000 sq. ft.); b) pharmacy; c) cleaners; d) beauty and/or barber shops; e) bank, excluding drive-in teller service; f) travel agent; g) arts/crafts supplies; h) snack/soda fountain, excluding fast food restaurants; and i) flower/gift shops.
- o The hours of operation shall be limited to 8 a.m. to 10 p.m.
- o Signs shall be restricted to those allowed in the RM-900 zone (KCC 21.16.020K). No signs shall extend above the roof of the buildings and must be designed to be harmonious with the residential character of this development.



#### S-E-P to S-E-P

The purpose of this reclassification is to replace the wetland-related development conditions established in 1980. The conditions established during the plan update and adopted on September 2, 1986 (Ordinance 7746) were:

o The twelve Hylebos Wetland #18 development conditions shall direct all development of this site. See Section 2B of the area zoning introduction for those conditions.

#### S-R-7200 to RM-900-P

This reclassification will allow professional office development at the southeast corner of S 356th St. and 1st Ave. S. The following two development conditions were established by the King County Council (September 2, 1986, Ordinance 7746):

- o Development is limited to offices only.
- o This property contains much old growth timber and other significant vegetation. As much of that timber and natural vegetation as possible shall be preserved, particularly along the property's south and east boundaries, in order to provide a buffer between the office development and adjacent single family houses.

## S-C-P to S-C-P

The purpose of this reclassification is to replace the wetland-related development conditions established in 1980. The conditions established during the plan update and adopted on September 2, 1986 (Ordinance 7746) were:

o The twelve Hylebos Wetland #18 development conditions shall direct all development of this site. See Section 2B of the area zoning introduction for those conditions,

### S-E to S-C-P

This reclassification provides more flexibility in dealing with sensitive areas without changing the overall density. It allows development to cluster in a smaller area, leaving the remainder of the property in open space. Hylebos Wetland #18 is located on a portion of this area. Thus, the following was established (September 2, 1986, Ordinance 7746):

o The twelve Hylebos Wetland #18 development conditions shall direct all development of this site. See Section 2B of the area zoning introduction for those conditions.

This updated plan protects the Hylebos Creek system. Hylebos Creek (Type IV) flows through a portion of this property. To protect this creek, the following development condition was also established:

o Preserve an undisturbed corridor not less than thirty feet from the normal water's edge on both sides of the stream or twenty feet from the top of the bank on both sides, whichever is greater.

Furthermore, a second wetland is located on the southern part of the property, so the following development condition was also adopted:

o There is a Significant (no. 2) Wetland and Class III Seismic Hazard Area on all or portions of this property.

Development of this property must follow the Sensitive Areas Ordinance (KCC 21.54.120 - KCC 21.54.180).

# S-R-15,000 to S-R-15,000-P

Hylebos Wetland #18 is located on a portion of this area. The following development conditions were established on September 2, 1986 (Ordinance 7746):

o The twelve Hylebos Wetland #18 development conditions shall direct all development of this site. See Section 2B of the area zoning introduction for those conditions.

## S-E to S-E-P

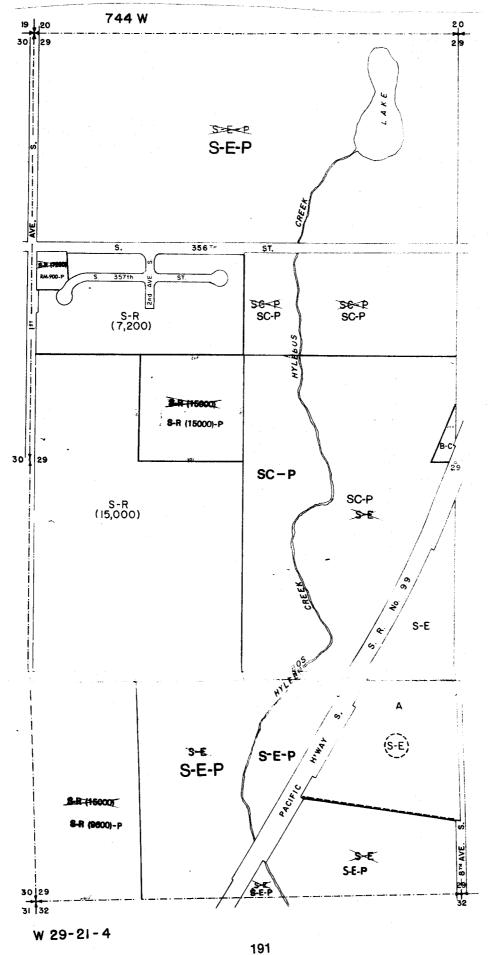
This updated plan protects the Hylebos Creek system. Hylebos Creek (Types III and IV) flows through a portion of this property. To protect this creek, the following development condition was established on September 2, 1986 (Ordinance 7746):

o Preserve an undisturbed corridor not less than thirty feet from the normal water's edge on both sides of the stream or twenty feet from the top of the bank on both sides, whichever is greater.

## S-R-15,000 to S-R-9600-P

This reclassification allows a higher density of single family residences. The following two development conditions were established on the property on September 2, 1986 (Ordinance 7746):

- o Dedicate sufficient right-of-way to provide forty-two feet from the centerline of 1st Ave. S.
- o This property slopes eastward toward Hylebos Creek. The property's development must adhere to King County's Sensitive Areas Ordinance in order to preserve the hillside and minimize run-off into the creek.



#### M-P-P and SE-P to M-P-P

These reclassifications replace the wetland-related development conditions established in 1980 and provide an opportunity for office park development. The properties are directly adjacent to Hylebos Wetland #18 and the West Hylebos State Park. They are also located in an area that is rapidly developing and changing character. The updated plan envisions an office park use here for the following reason: an office park development can provide a use similar to that designated by the 1980 land use concept map and simultaneously be more protective of the wetland as well as more compatible with the state park. The following development conditions were established (September 2, 1986, Ordinance 7746) to address wetland and office park development requirements and also auto and pedestrian access concerns:

- o The twelve Hylebos Wetland #18 development conditions shall direct all development of this site. See Section 2B of the area zoning introduction for those conditions.
- o The ten office park development conditions shall direct all development of this site. See Section 2C of the area zoning introduction for those conditions.
- o Highway 99 is a major arterial. Dedicate sufficient right-of-way to provide fifty feet from its centerline.
- o Curbs, gutters, sidewalks and street trees are required along Highway 99. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalk to the principal building entrances. See Section 2D of the area zoning introduction for design

#### B-C-P and SE-P to B-C-P

This reclassification replaces only the wetland-related development conditions established in 1980 and allows future expansion of an existing commercial area. At the time of the reclassification's approval (September 2, 1986, Ordinance 7746), the following were established as development conditions:

- o It is acknowledged that the boundaries of the Hylebos Wetland #18 charted on this property may not be accurate. At the time of building permit application and pursuant to KCC 21.54.170, the wetland boundary will be determined and appropriate construction techniques, design and other requirements will be considered.
- o The twelve Hylebos Wetland #18 development conditions shall direct all development of this site. See Section 2B of the area zoning introduction for those conditions.
- o South 356th St. is a secondary arterial. Dedicate sufficient right-of-way on S 356th St. to provide forty-two feet from its centerline.
- o Curbs, gutters, sidewalks and street trees are required along S 356th St. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalk to the principal building entrances. See Section 2D of the area zoning introduction for design criteria.

#### M-L to M-L-P

The updated plan protects of the Hylebos Creek system. Hylebos Creek (Type III) flows through a portion of this property. To protect this creek, the following development condition was established on September 2, 1986 (Ordinance 7746):

o Preserve an undisturbed corridor not less than thirty feet from the normal water's edge on both sides of the stream or twenty feet from the top of the bank on both sides, whichever is greater.

#### M-P, B-C and RS-15,000 to M-P-P

Hylebos Creek (Type III) flows through a portion of this property. To protect this creek, the following development condition was established on September 2, 1986 (Ordinance 7746):

o Preserve an undisturbed corridor not less than thirty feet from the normal water's edge on both sides of the stream or twenty feet from the top of the bank on both sides, whichever is greater.

Futhermore, these reclassifications will allow the future development of an office park. The King County Council thus applied the following to all three parcels (September 2, 1986, Ordinance 7746):

o The ten office park development conditions shall direct all development of this site. See Section 2C of the area zoning introduction for those specific conditions.

Finally, in order to prevent traffic problems which could result from future development of this site, the following conditions were also added:

- o This portion of S 359th St. to 16th Ave. S is a local access street. Dedicate sufficient right-of-way to provide twenty-four feet from its centerline.
- o Curbs, gutters, sidewalks and street trees are required along S 359th St. See Section 2D of the area zoning introduction for street tree standards.
- o Provide a pedestrian connection from the sidewalk to the principal building entrances. See Section 2D of the area zoning introduction for design criteria.

### RS-15,000 to RS-15,000-P

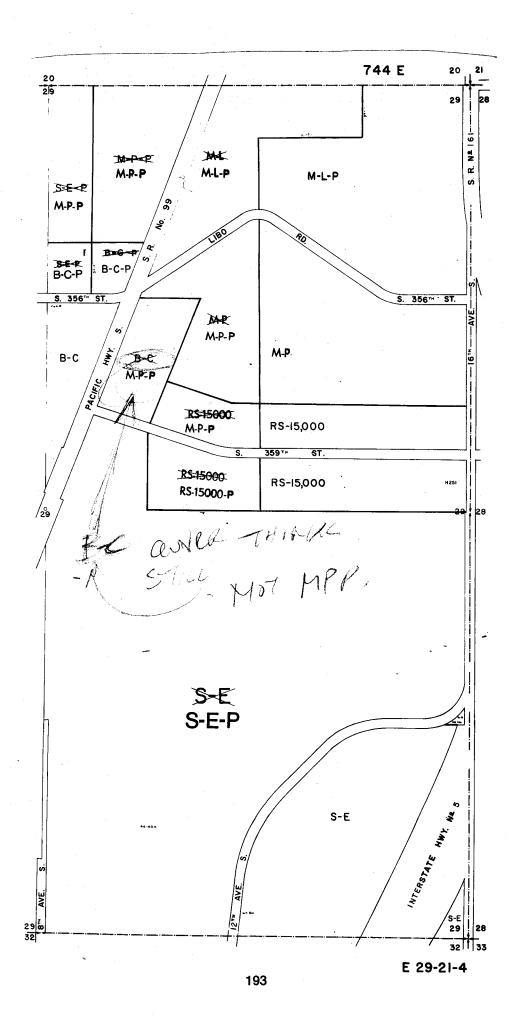
Hylebos Creek (Type III) flows through a portion of this property. To protect this creek, the following development condition was established on September 2, 1986 (Ordinance 7746):

o Preserve an undisturbed corridor not less than thirty feet from the normal water's edge on both sides of the stream or twenty feet from the top of the bank on both sides, whichever is greater.

#### S-E to S-E-P

Hylebos Creek (Type III) flows through a portion of this property. To protect this creek, the following development condition was established on September 2, 1986 (Ordinance 7746):

o Preserve an undisturbed corridor not less than thirty feet from the normal water's edge on both sides of the stream or twenty feet from the top of the bank on both sides, whichever is greater.



# S-E to RS-15,000

This reclassification increases the density allowed on the property from one home per acre to one to three homes per acre.

# S-R to S-R (pot M-P-P)

This parcel is an old landfill site. Because of potential toxicity, it is unclear at this time when, or if, this property can be developed. The King County Health Department published results that outline the potential problems in a study called King County Abandoned Landfill Sites Study. If those problems can be mitigated, this plan recommends this site for office park development. To actualize the potential zone, the following condition must be met:

o This project will have traffic impacts on surrounding streets and intersections. Prior to rezone approval, impacts and appropriate mitigation measures must be identified. Those mitigation measures shall be made conditions of rezone approval.

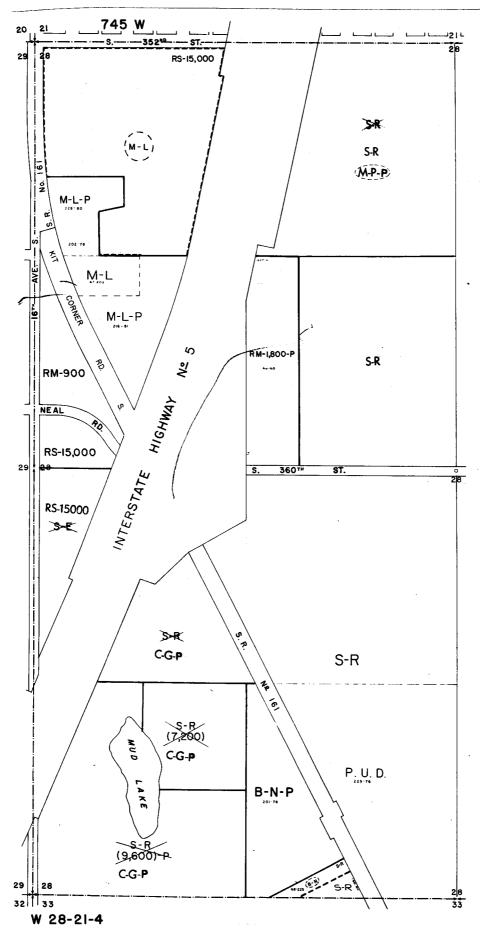
At the time of rezone approval, the following development conditions shall be established:

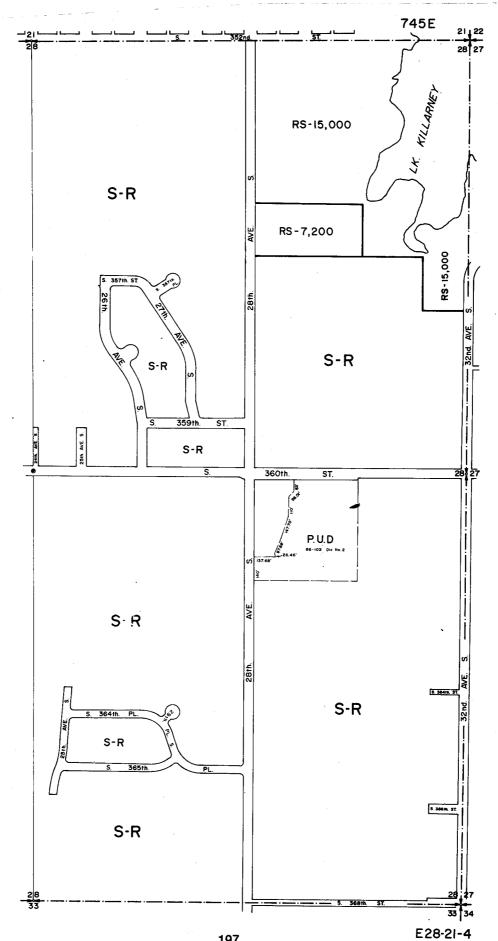
- o The ten office park development conditions shall direct all development of this site. See Section 2C of the area zoning introduction for those conditions.
- o Site access should be from 28th Ave. S.

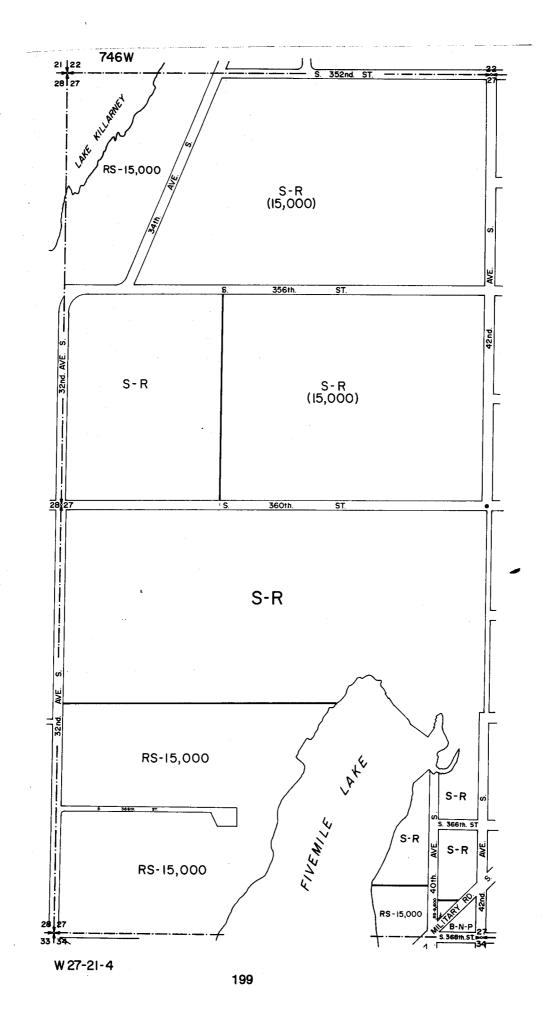
# S-R, S-R-7200 and S-R-9600-P to C-G-P

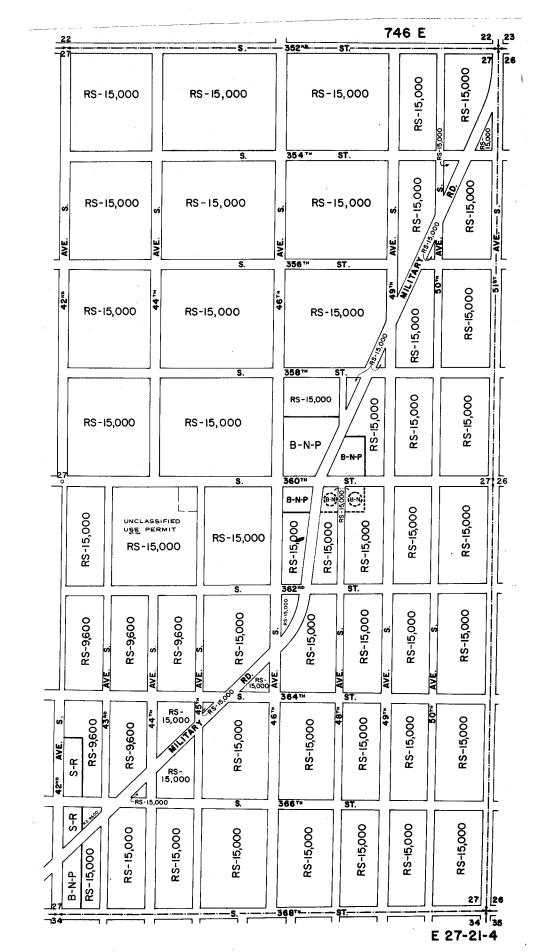
These reclassifications recognize an existing recreation park development. The following development conditions shall be met in the event of redevelopment:

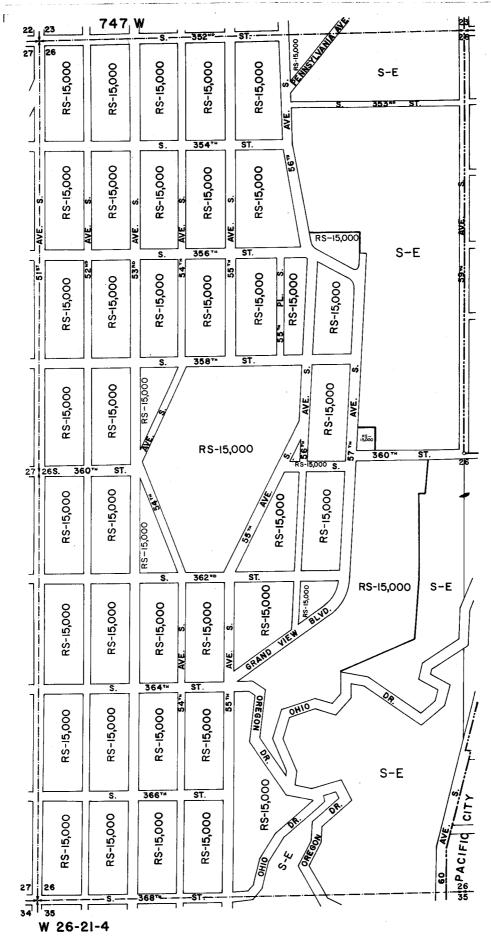
- o There is a Significant (no. 2) Wetland on portions of this site. Development of this property must follow the Sensitive Areas Ordinance (KCC 21.54.120 KCC 21.54.180).
- o During site plan review, the Building and Land Development Division may require additional conditions, including but not limited to wetland enhancement, or buffer areas to protect the quality and functions of this wetland.
- o Dedicate additional right-of-way along Highway 161 for future widening as required by the Washington State Department of Transportation.
- o Contribute to correcting sight distance problems at the intersection of Highway 161 and Milton Rd.
- o Only those uses consistent with the established recreation theme park are allowed.

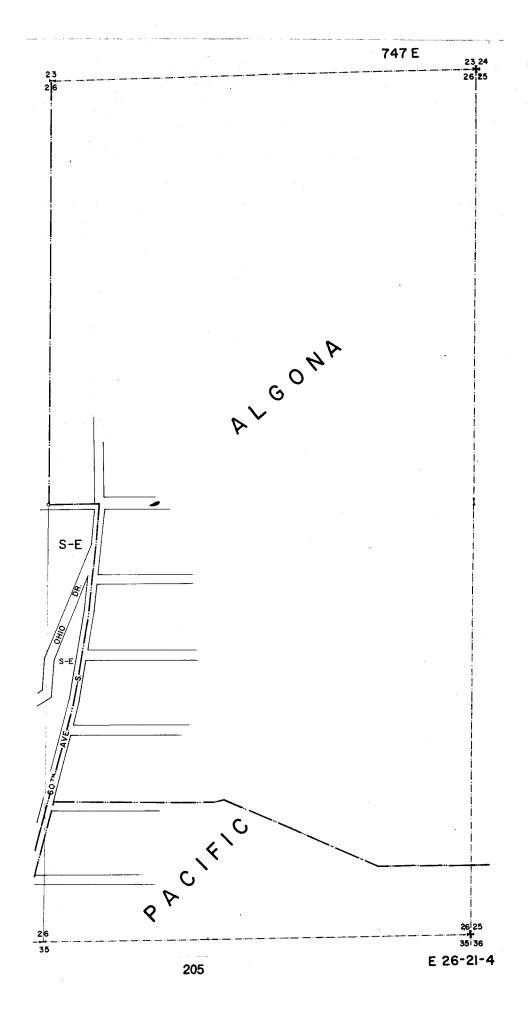




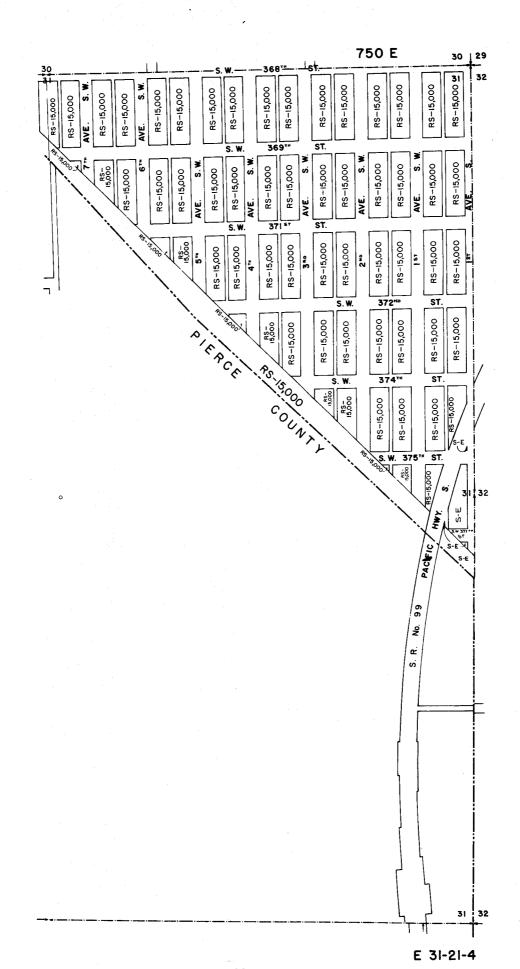








750 W PIERCE COUNTY



# S-E to S-E-P

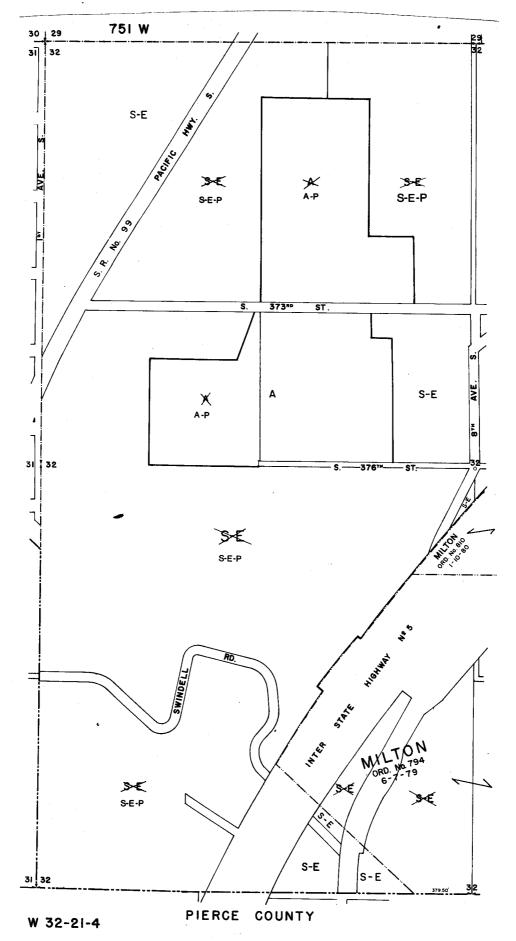
This reclassification adds a development condition. Hylebos Creek (Type III) flows through a portion of these properties. To protect this creek, the following development condition was established on September 2, 1986 (Ordinance 7746):

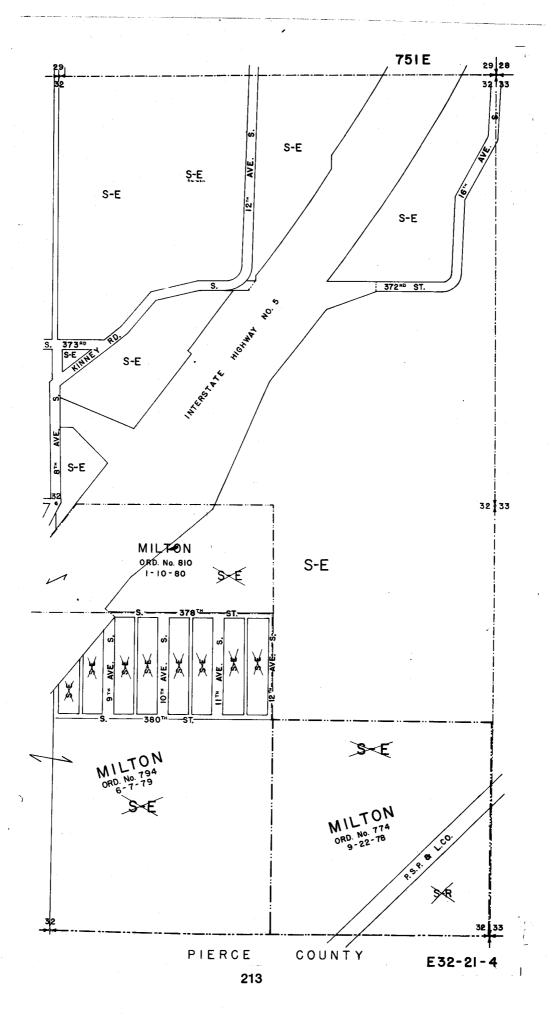
o Preserve an undisturbed corridor not less than thirty feet from the normal water's edge on both sides of the stream or twenty feet from the top of the bank on both sides, whichever is greater.

# A to A-P

This reclassification adds a development condition. Hylebos Creek (Type III) flows through a portion of these properties. To protect this creek, the following development condition was established on September 2, 1986 (Ordinance 7746):

o Preserve an undisturbed corridor not less than thirty feet from the normal water's edge on both sides of the stream or twenty feet from the top of the bank on both sides, whichever is greater.

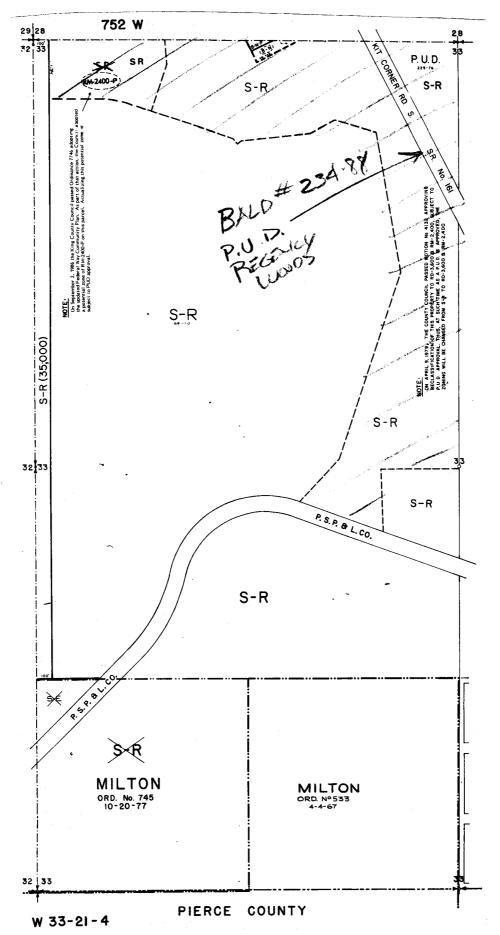




### W 33-21-4

# S-R to S-R (pot RM-2400-P)

When the King County Council reclassified this property (September 2, 1986, Ordinance 7746), it clearly and firmly stated that multifamily housing is suitable on the site only if constructed as a Planned Unit Development (P.U.D.) Therefore, in order to actualize the potential zoning, the developer must receive King County's approval of the P.U.D. Because the Council and property owners envision multifamily housing on the site, the 1986 updated Federal Way Community Plan land use map shows the property suitable for that type of development.



## E 33-21-4

# SR-9600 to RS-7200-P

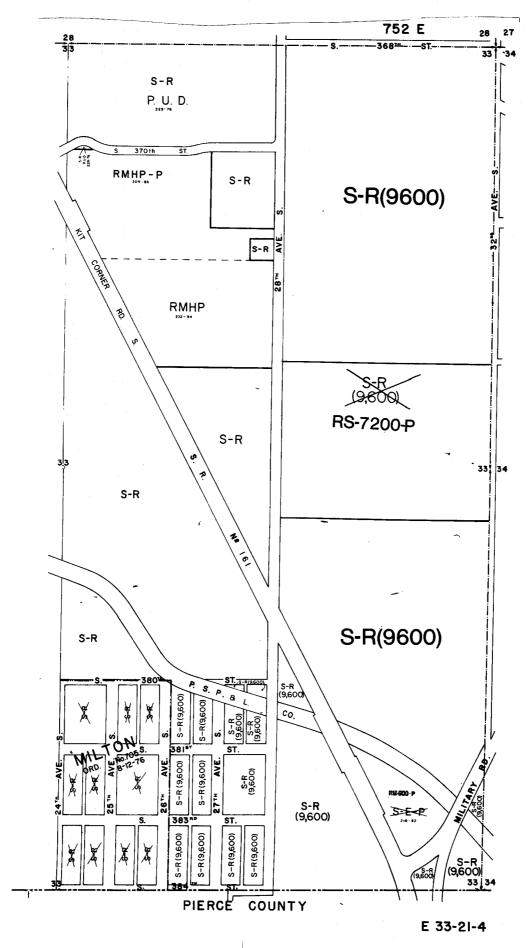
This reclassification allows a higher density of single family development. The King County Council approved (September 2, 1986, Ordinance 7746) the following development condition:

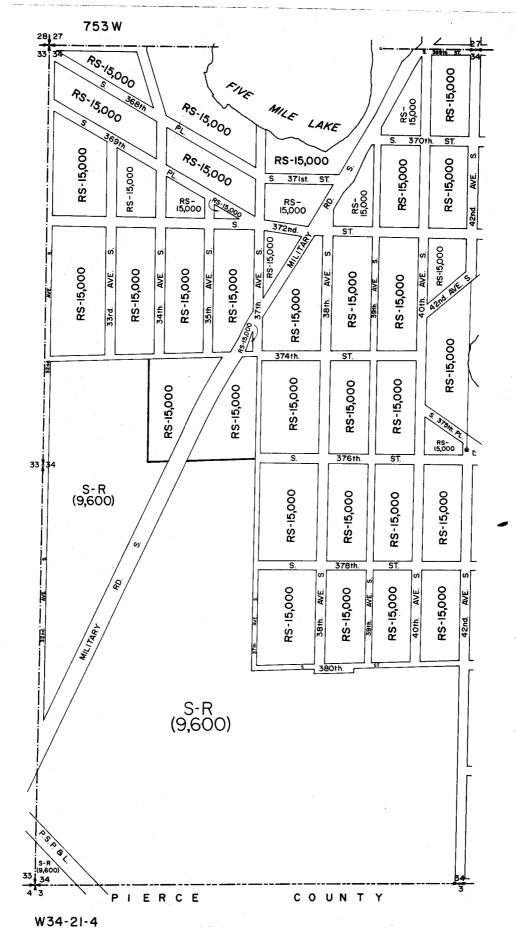
o Only mobile homes may be placed on the properties if they are developed at the density allowed under RS-7200.

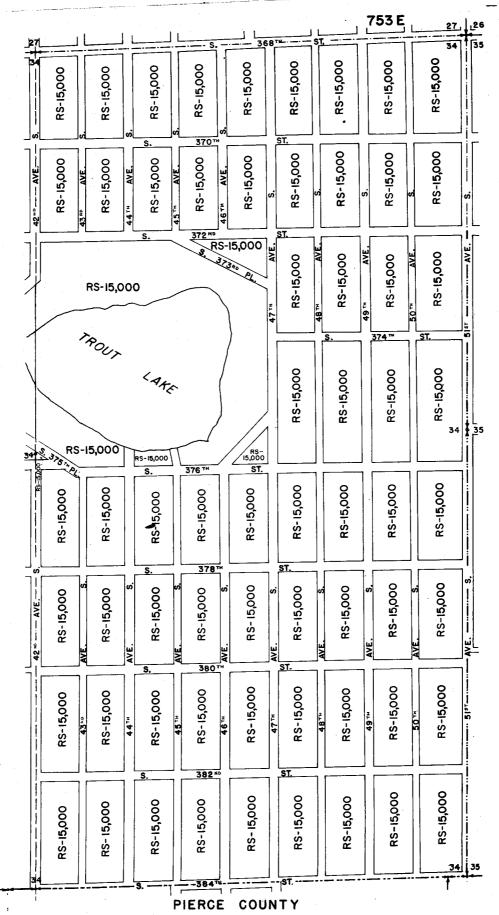
# S-E-P to RM-900-P

This reclassification recognizes the character of the neighborhood along S.R. No. 161, which a block south in Pierce County is commercial/office. The following development condition was adopted:

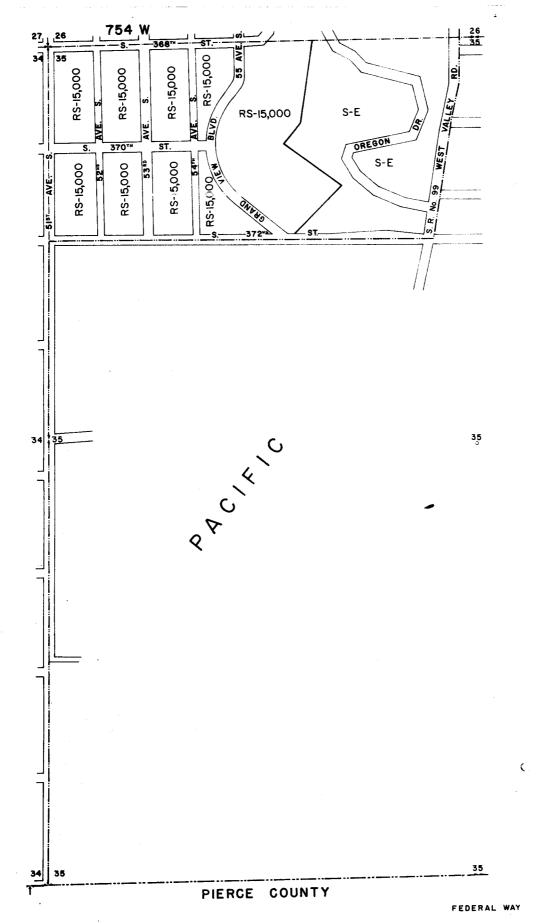
o Development is limited to only offices.







1.



W 35-21-4